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MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, MAY 14, 1909.

CHINAMEN IN AUSTRALIA.

(8th May.)

A correspondent of the Sydney Daily Telegraph records the interesting fact that he found Chinese growing rice in the Northern Territory. "A splendid crop," which, the cultivator asserted, could be grown with much less trouble than in China. He therefore draws a deduction that the Northern Territory must be equally suitable for white labour, but, unfortunately, this does not follow from the facts. Our Australian contemporary correctly observes that "white men could not prosper by growing rice in the same manner as the Chinaman," because the latter is producing the staple upon which he lives, and proceeds to remark that the question of prime importance is whether heavy agricultural operations upon the European model can be successfully carried on by white labour under the torrid sun of the Territory. Country suited for rice culture generally carries the germ of malaria fever, and it is only by draining such swampy ground as the rice plant loves that malaria is successfully suppressed in tropical regions. Only white men can prove by experiment how far and in what directions the Northern Territory is fit for a big white population. Meanwhile, the fact that it is proving so admirably adapted for Chinese settlement is just one of those things which may, and probably does, make the Northern Territory attractive to the rice-growing nations of the East, and in order to prevent this attractiveness from exciting unpleasant consequences, the Sydney paper suggests that, "in the future, it is the duty of Australians to prove that it is just as well fitted for white men. We must enter into effective agricultural, pastoral, and mineral possession of this immense tract, whose empty spaces throw their glamour across the narrow waters on the further side of which swarm millions of Asiatics, who could turn them to incalculable profit at our national risk. In its present emptiness the Northern Territory is at once an invitation and a provocation, and nations with vastly greater pretensions to civilization than those of Asia have many times seized territory on a much slighter excuse than its emptiness. The proof that our empty North is eminently suited for Chinamen, is, on the whole, disgusting rather than comforting, but the northward march of the white sugar-worker and the undoubted fact that white men can do heavy mining work in the Territory itself are valuable evidence that tropical conditions are not inveterately hostile to the white worker."

THE HAPPY HUNTING GROUND OF MALARIAL ANOPHELES.

(12th May.)

So seldom are the trials and tribulations of the European troops stationed in Hongkong revealed to the public that special interest attaches to the comprehensive statement delivered to the members of the Sanitary Board by Colonel Bedford, the Principal Medical Officer of the South China Command, at the meeting held yesterday. While we are all accustomed to the appearance of the business-like gunner, engineer and infantryman in the streets of the Colony it is generally regarded as a fact that though he may be with us he is not of us. He is a unit among hundreds who have no voice or say in domestic politics. He is even a more transient guest than the average covenanted assistant, and his interests are confined to his regiment and his company. It is the exception rather than the rule to see him fraternizing with civilians, for the simple reason that in many cases the belief is held that the civilians are so arrogant as to maintain that they occupy a higher plane than the man in uniform. Such an idea is, of course, wholly unfounded, except in the person of the penniless upstart who has discovered that he is related to the nobility—since his arrival in Hongkong—but, nevertheless, it has become so firmly rooted in the minds of our gallant defenders as to become more or less of an obsession, with the result that they keep themselves to themselves and the ordinary civilian has little or no knowledge of the conditions under which the military live while in garrison in this Colony. The veil was lifted to a certain extent by Colonel Bedford who showed that the life of the men stationed at Lyemun is by no means to be envied. It may be that the work is not particularly arduous, but they are subjected to that most insidious disease malarial fever. Those who have had experience of the racking torments of that malarial, who understand how it lingers for years in the bones and leads to the disintegration of all bodily strength, ultimately undermining the will and character of the sufferer, can well appreciate with what feelings of anxiety the responsible authorities view the condition of things prevailing at Lyemun, where the sanitary state of the surrounding district is almost as difficult to preserve as that of the New Territories. Colonel Bedford, in outlining his plan that a committee should be appointed to inquire into and report upon the steps necessary to remove or minimize the conditions favouring malaria

in the village of Shauiwan and its environs, stated that on looking up the 1907 Colonial Medical Report of this Colony he found in connection with the admissions from malarial fever from the police stations throughout the island that the Central was given at 94 per 1,000, while that at Shauiwan amounted to the enormous number of 388 per 1,000. With regard to the garrison, amongst the whole of the troops serving in Hongkong for four months of this year, January to April inclusive, there were 48 admissions for malarial fever. "Out of that number 36 were from the small garrison at Lyemun. That gave a ratio per thousand of 445 admissions for Lyemun as against 25 for the rest of the garrison, or practically sixteen times as much. He thought all members would agree with him when he said that conditions such as these were far from satisfactory. It is safe to say that the civil population will entirely endorse the Colonel's remark, especially those who have had occasion to pass through the native village when the tide has fallen, leaving the foreshore a mass of viscous mud from which foul and noxious odours arise. Much has been done by Messrs. Butterfield and Swire to reclaim that section of Shauiwan which lies adjacent to their extensive docks, and to-day what was once a filthy area presents a bright and smiling appearance, clean, sanitary and healthy. But Messrs. Butterfield and Swire cannot be deemed responsible for the regeneration of the entire district outside and beyond their own field of operations. That must be considered to be a duty devolving on the local authorities specially appointed to deal with sanitary matters, and the fact that it has apparently been allowed to remain unheeded in the past must be put down to the happy-go-lucky nature of the Chinese resident there and the methods they employ to irrigate the land and get rid of their refuse. As Colonel Bedford stated, by the side of the main thoroughfare, there is a slightly trickling, sluggish stream. A casual glance at that stream would show that mosquito larvae were breeding there, and the speaker's special sanitary officers reported to him that they belonged to the malarial family known as anopheles. About this small stream were to be found sundry terraces of cultivated ground. All these terraces were carefully irrigated by means of small water channels or pits, some of which contained water while in the others were fermenting fertilising fluids of the character of which all were aware. These were two admirable examples of the industry of the race, but he considered them black blots on any land having European habitation. Over and above this, there were several streams coming down from the higher land and finding their way to the sea through rocky channels after forming many water holes and pools which were rendered very fetid through the streams being used more or less as public latrines. These rivulets discharged themselves into very small estuaries which went underneath the road and filtered on to the foreshore. In all this, many ideal nurseries for mosquito breeding were found, and he asked that these conditions be thoroughly inquired into with a view to measures being taken to modify the existing state of affairs. Colonel Bedford, it will be seen, did not advocate any very drastic steps being taken nor did he lose sight of the fact that whatever remedy is found it will mean the expenditure of a considerable sum of money, which the Colony can ill afford in the present condition of its financial resources. "At the same time," he said, "the conditions which obtained at Lyemun were sufficiently serious to justify him in making the proposal he had brought forward, and he trusted that as a result some steps would be taken to mitigate the present state of affairs and thus relieve him, as Principal Medical Officer of this garrison, of no small amount of anxiety for the health of His Majesty's troops serving at Lyemun." That is a reasonable attitude to adopt, and the only wonder is that the grievance has not been aired by the military predecessors of Colonel Bedford on the Sanitary Board. The average member has little occasion to visit Shauiwan and it is only those who have actual experience that are in a position to speak with authority on the subject. Mr. Ho Kook Tong was perfectly right when, in seconding the adoption of the resolution, he observed that "the various units of our local garrison constituted too valuable an asset to the Colony for us to neglect, and when he trusted that no little monetary consideration would stand in the way of the Government towards improving the surroundings of the living quarters of those whose lives, unimpaired by preventable disease, such as malaria, tended to the greater security of the Colony." But it is not only the health of the garrison that is concerned; the question also affects the general public so that references to the military contribution would not be exactly apropos in this connection. The Board very wisely agreed to the resolution and appointed the Director of Public Works, Colonel Bedford, and Dr. Fitzwilliams a committee to inquire into the matter, but we should have liked to see that committee granted power to add to their number so that a native member of the community might have been in a position to offer his advice in dealing with questions affecting Chinese interests at Shauiwan. The present members are only ratifiers in half and half sense, and if any improvements are to take place it is desirable that they should not be carried out at the sole expense of the struggling people who live at Shauiwan and eke out a precarious livelihood by tilling the barren soil in that district. Another point, the committee might do worse than seek the co-operation of Messrs. Butterfield & Swire, who have already transformed the face of a great part of Shauiwan,

THE RAT-CATCHERS' PARADISE.

Kowloon is to be provided with a special corps of qualified rat-catchers, by a decision rendered at the Sanitary Board yesterday afternoon. It seems that the rat return for Kowloon is not satisfactory but whose fault this does not appear. What that return should be we are not told, nor is there any evidence to show that there will be any accession in the number when these new rat-catchers are set to work. Might the comparatively low return be attributed to the fact that the rats in Kowloon are smarter than their brethren on the Victoria side of the harbour, and so enjoy a greater immunity? In that case the new gang will, we presume, be expected to possess some special skill in ferreting out the rodents, though it would be interesting to learn how they have gained such knowledge. Ten men are to be appointed at a "salary"—in this connection "salary" is rather a good word—of \$10 each a month and if they are at all enthusiastic they should soon clear Kowloon of its objectionable residents. The men are to be under the control of Street Committees who are expected to exercise strict supervision over their operations and whose vigilance is calculated to prevent the recurrence of those abuses which obtained under the old system. "One of these abuses appears to have been the partiality of the coolies for the bait used to catch the rats," Mr. Shelton Hooper spoke to the fact that the bait in large amounts found its way into the coolies' stomachs, so we are forced to the conclusion that the bait must have been unusually attractive or the digestion of the coolies wonderfully absorptive. At all events, it does not seem to have disagreed with the coolies who did the rats out of lawful and authorised diet. But why should bait, succulent morsels and choice viands, be employed at all? Why not teach the ratcatchers to play on the flute and so beguile the rats into their nets? A band of competent flautists parading the streets of Kowloon would be a decided novelty and add to the amenities of that salubrious spot. Moreover, the music-loving population on the other side of the water would have none of those objections to visits from the rat catching brigade, for the family could sit around and listen to sweet melodies while the player combined innocent pleasure with stern duty. The members of the band might even be allowed to take up a collection now and then, after the fashion of the German band at home. But the vista of possibilities is endless and we leave it to the Sanitary Department to make the most of them.

THE CHINA ASSOCIATION IN SHANGHAI.

(13th May.)

When the Chairman of the China Association (Shanghai Branch) submitted his annual report to the members at the meeting held last week he was compelled to confess that they could not point to any great achievement in regard to what might be called "work done," but he argued that although there had been great changes in the Government, matters affecting the administration remained on much the same footing as before. Not that the Chinese Government had not issued orders and edicts which afford promise of great constitutional reforms in the future, but so far, to use the speaker's words, "it has been a time of 'great cry and little wool'." In a broad sense this may be deemed a truism, but Rome was not built in a day. There has been evidence galore that the Chinese are adopting active measures and taking energetic steps to advance the importance of the Empire as an industrial and commercial factor, to lead the people in the direction of higher ideals in the way of modern thought and methods and to realise that principle, which to many minds is being followed far too precipitately, of China for the Chinese. It was Lord William Cecil, who in a letter to the *Times*, wrote that China had begun to revolve, that "after 2,000 years and more of conservative existence China has realised that she must change," and the only question was, which way shall she change? The writer does not pretend to realise the form this movement will ultimately take, but any observer must see for himself that the advent of a new Emperor, guided by men of travelled experience and noble patriots, will prove of enormous value in leading the Chinese along the paths of progress and material advancement through the enlightened views which are held by the principal men holding the reins of the Empire. Accepting the fact that last year was a time of "great cry and little wool," it is certain that among the Chinese themselves a broader outlook is being taken of their national importance, as indicated by the demand for constitutional government, the manifest desire for Western knowledge and technical education, the readiness shown to maintain the dignity of China and resent slights on their national character, and in other ways which need not be alluded to at the moment. When the speaker had declared that nothing of great importance had occurred in administrative affairs during the year, he made allusion to what is certainly a noteworthy fact, the increasing power of the provincial Governments. In this connection he said: "Perhaps the most striking development for the time being is the tendency to greater assertion of provincial rights by the provinces, at the expense of central control. The country has heard a great deal about constitutional government—it is evident that if the principle of representation is admitted, the local gentry will have a more direct share in the Government of the country in the future than in the past; apparently they are not

prepared to wait until the new system has been inaugurated, but feeling that they are even more than formerly, a power in the land, they are disposed to exert authority more and more in the direction of controlling provincial affairs, and are inclined to regard many public works as local affairs, in which they are entitled to take a hand, even although the Central government may be providing the funds out of foreign loans. The provincial administrations seem inclined to encourage this movement, in the absence of a united government under a strong leader at Peking, and perhaps to this cause, as much as to any other, may be attributed the unsatisfactory control of railway funds, the mismanagement of the currency and the impediments thrown in the way of developing the mining resources of the country. There may be much to say in favour of local management of purely local affairs, there is certainly a great deal to say against too great or too sudden change in an old established and complicated system of government like that built up in China; many of us would only be too glad to say why we leave well alone, if we could only feel that there were no dangers ahead, but although it is disheartening to find it so difficult to get anything done, we believe that we are doing good work in quietly and temperately making representations to those in authority when we feel that British interests are likely to be affected by the course of events, and in saying British interests it would be difficult to point to an instance in which British interests conflict with the best of China herself. It seems clear that the Chairman of the China Association at Shanghai is not exactly in favour of the principle of decentralisation, but in a country like China where the conditions of one province differ so widely from those of another it is difficult to see how any effective scheme of Central control could be effectively maintained. For example, the inert and conservative gentry of Hupeh could not be compared with the alert, energetic and keen-witted gentry of Kwangtung, and it is not surprising if the provincial government at Canton should claim greater powers of local administration than those granted to provinces lying nearer the metropolis. Where Imperial matters are concerned these are bound to rest with the Government at Peking, but otherwise the idea of local self-government is certain to be realised in the future. With regard to the resources of China, the speaker held that these were ample to meet all her obligations and far more than all her present indebtedness, but unless salutary reforms are seriously taken in hand (he added) a time may arise in which this country may find itself confronted with financial troubles, perhaps at some great national crisis, when all her resources and strength would be wanted. The contention that it is interfering with China's "sovereign rights" to hypothecate loans for special purposes seems to us to be quite misleading. No British financier has the slightest desire to interfere with China's "sovereign rights"; in the absence of constitutional government, as understood in Western countries, he looks upon the loan agreement as a substitute for a Chinese Act of Parliament, under which the purposes for which loans are negotiated are specifically laid down, he expects these conditions to be adhered to. On the question of currency reform there was of course little to report beyond the fact that the whole question is under consideration of the Chinese Government—which is an old story. The speaker suggested that China should engage the services of a foreign expert and that is the general view, but Professor Jenks was a foreign expert who offered sound dicta as to the best methods of currency reform and nothing came of it. Again the Chinese Government is pledged to the introduction of a uniform national coinage by the terms of Article III of the Mackay treaty, but for all that has been done in the matter since 1902 the agreement might be a dead letter. An exceptionally interesting passage in the report had reference to the credit system. He remarked: "As a subject closely allied to currency, the attention of the committee has been drawn to the system prevailing at Tientsin of selling to Chinese on terms of credit, by the crisis in the trade there, and by the claims put forward by foreign merchants there for compensation from the Imperial Government. If the Chinese Government is prepared to accept responsibility for native commercial debts, there will be no lack of claimants from every port in the country; the amount of bad debts at Shanghai alone in the last two years cannot but be very large. No Government in the world would undertake such a responsibility, and it must be admitted there is point in the Chinese comment that the presentation of the claim is proof that foreigners are not always as reasonable as they pretend to be. The Committee are opposed to any extension of trading under the credit." He added: "We are glad to be in a position to acknowledge that the sympathies of the foreign Exchange Banks are against the development of the credit system, and we can only hope that shipping firms and financial houses at home will co-operate with them." He animadverted on trade in Manchuria, Japanese influence, trade marks, import duties, mining laws, etc., with a side glance at the opium question which he dismissed in these words: "We have done little or nothing about this question, as we have regarded it, as it were, as *sub judice*. Total suppression presents many difficulties, and we have no desire to add to these difficulties by anything we may do or say." He was against increased facilities being afforded the press in municipal matters and even advised greater reticence in regard to the publication

of contentious matter. Perhaps he is right, perhaps not, but the tendency of the day is to grant increased facilities to the press rather than to restrict its usefulness as a public servant. We wonder if Mr. F. Anderson, the gentleman from whose utterance we have quoted, is among those who would deny the press access to all gatherings of public interest and yet complain every evening that "there is nothing in the paper to-night?" On the whole the Shanghai Branch of the China Association cannot claim to have done more during the past year than maintain a policy and attitude of "masterly inactivity."

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

TSINGTAU.

ALLEGED EXTENSION OF GERMAN TERRITORY.

[By courtesy of the "Shuang Po"]

Peking, 7th May.

The Governor of Shantung reports by telegram that the Germans at Tsingtau are extending the boundaries of their Settlement by one hundred li.

The Governor applies for instructions to act in the circumstances.

CHINA'S OPIUM MONOPOLY.

ESTABLISHMENT TO BE DEFERRED.

[By courtesy of the "Shuang Po"]

Peking, 7th May.

The Anti-Opium Commissioners and the Ministry of Finance have held a conference and decided to defer the putting into force the exclusive sale of opium, [i.e., they have deferred the establishment of a Government monopoly].

CHINA'S THANKS.

THE IMPERIAL FUNERAL.

[By courtesy of the "Shuang Po"]

Peking, 7th May.

The Empress Dowager has given instructions to the Prince Regent to depute Prince Chen to proceed abroad to return thanks to the various Powers who have sent special envoys to attend the funeral of the late Emperor.

CONSTITUTIONAL GOVERNMENT.

A STRANGE MEMORIAL.

[By courtesy of the "Shuang Po"]

Peking, 7th May.

A memorial has been submitted by the Viceroy of Shensi and Kansu to the effect that the promised institution of Constitutional Government was brought out by force of circumstances, and that the late Emperor and Empress Grand Dowager were not favourably disposed towards the idea.

The Prince Regent has been greatly impressed by the memorial and minuted at the foot of the document that it was beyond comprehension.

THE PRATAS ISLAND.

CHINA'S CLAIM.

[By courtesy of the "Shuang Po"]

Peking, 7th May.

Mr. Ijuin, Japanese Minister in Peking, has agreed that, upon proof of the ownership of Pratas Island being established by China, he will address communications to his Government with a view to the Japanese settlers now on the island being ordered to withdraw.

CHINA AND MACAO.

ALLEGED CLAIM FOR COMPENSATION.

[By courtesy of the "Shuang Po"]

Peking, 9th May.

Portugal claims as compensation a sum of 2,800,000 (\$?) for the retrocession of her encroachments outside the territorial limits of Macao.

Duke Tsai, president of the Ministry of Finance, is rather embarrassed over the profferment of the claim.

[No news has been received from Portugal sources to confirm the above report.—E.A.T.]

DUTCH NETHERLANDS-INDIES.

THE CHINESE CHAMBER OF COMMERCE.

[By courtesy of the "Sheung Po."] Peking, 9th May.

The Netherlands Government refuses to recognize the Chamber of Commerce which the Chinese residents in the Dutch Netherlands-Indies have established.

The Waiwupu has lodged a strong protest with the Dutch Minister in Peking.

PROPOSED NAVAL BASES.

ADMIRAL SAH'S INSPECTION.

[By courtesy of the "Sheung Po."] Peking, 9th May.

Admiral Sah has started on his tour of inspection of the places proposed as naval bases.

SHANGHAI TAOTAL.

DIFFERENCES WITH THE GOVERNOR OF KANSU.

[By courtesy of the "Sheung Po."] Peking, 9th May.

The Grand Council has telegraphed to H.E. Viceroy Tuan Fang to arrange a settlement of the differences between the Governor of Kansu and the Shanghai Taotal.

WEI-HAI-WEI.

COST OF REDEMPTION.

[By courtesy of the "Sheung Po."] Peking, 10th May.

It requires an enormous amount of money to redeem Wei-hai-wei. It is therefore believed that nothing will result from the wish to obtain the retrocession of the territory.

CHINA MERCHANTS' S. N. CO.

OFFICIAL MANAGEMENT.

[By courtesy of the "Sheung Po."] Peking, 10th May.

On the 4th inst. an Imperial Decree was issued directing the China Merchants' Steam Navigation Co. to submit to the control of the Ministry of Posts and Communications.

EARLY MARRIAGES.

LAWS FOR THEIR PROHIBITION.

[By courtesy of the "Sheung Po."] Peking, 10th May.

The Prince Regent has given directions to the Board of Rites to the effect that, in framing the new marriage laws, provision should be made against early marriages.

CONSTITUTIONAL GOVERNMENT.

AN INDISCREET VICEROY.

[By courtesy of the "Sheung Po."] Peking, 10th May.

The Prince Regent became so incensed with the memorial presented by the Viceroy of Shensi and Kansu on the question of Constitutional Government that he felt impelled to mete out severe punishment to that official.

His Royal Highness was, however, disarmed from carrying out his intention by the Grand Council.

FENGTIEN.

A PROSPEROUS CITY.

[By courtesy of the "Sheung Po."] Peking, 10th May.

During the two years' administration of Fengtien there is a surplus revenue of 1,700,000 odd taels.

Duke Tsai, president of the Ministry of Finance, is desirous of extending the tobacco and spirits farm system to all the provinces.

GERMANY AND CHINA.

MURDER OF GERMANS IN YUNNAN.

[By courtesy of the "Sheung Po."] Peking, 11th May.

The German Minister has informed the Waiwupu that two Germans have been murdered in Yunnan.

The Minister applied for an investigation to be made into the circumstances of the murder.

A FOREIGN ENGINEER.

NOT WANTED IN CHINA.

[By courtesy of the "Sheung Po."] Peking, 11th May.

H.E. Viceroy Tuan Fang and Governor Chu Ka Po have telegraphed to the Grand Council asking that the British Minister be requested to obtain the withdrawal from the employment of an engineer named Maoguire (P).

FLOOD IN SAMSHUI.

RIVER EMBANKMENTS COLLAPSED.

EXTENSIVE AREA SUBMERGED.

[From Our Own Correspondent.] Shamsen, 11th May.

Owing to the recent copious rains the river rose abnormally.

The embankments in Wing Fung Wai, in the district of Samshui, have collapsed.

An extensive area of land in the adjoining territory is submerged and it is feared that great destruction has been wrought by the flood.

The inhabitants of the densely populated villages in the surrounding country have abandoned their homes and fled to the hills for safety.

ABNORMAL RISE OF THE FU AND TAI RIVERS.

[From Our Own Correspondent.] Canton, 10th May.

The magistrate of the Tsing Ng district in Kwangsi has reported to the Canton officials by wire that, owing to the incessant rain during last week, the waters of the Fu and Tai Rivers have risen to over twenty feet above the usual level and are running downwards. It is feared that the people of the riverine districts along the West River should be warned to use every precaution to prevent a flood. It is reported that a number of embankments along the river have been slightly damaged, and should the rain continue to pour down for one or two days longer, serious consequences are anticipated. The Canton Central Relief Committee are now making preparations to despatch a number of expeditions to render possible assistance. During the last few days, most of the streets in the West Suburb of Canton city have been under water, and great inconvenience has been felt by pedestrians.

WEI-HAI-WEI.

RETROCESSION TO CHINA.

[By courtesy of the "Sheung Po."] Peking, 11th May.

England has agreed to retrocede Wei-hai-wei to China provided she agrees to pay for all the expenditure incurred in improvements (since the British occupation of the territory).

The Grand Council and the president of the Naval Board are much exercised over the matter, and propose to issue instructions to all the provinces to raise funds jointly wherewith to secure the retrocession of the territory.

CHINESE CONSULATES GENERAL.

IN HONGKONG AND JAVA.

[By courtesy of the "Sheung Po."] Peking, 11th May.

The British and the Dutch Ministers in Peking have agreed to telegraph to their respective Governments regarding the proposed establishment of Chinese Consulates-General at Hongkong and in Java.

SIR ROBERT HART.

INVITATION TO RETURN.

[By courtesy of the "Sheung Po."] Peking, 11th May.

The Grand Council has cabled an invitation to Sir Robert Hart to return to China.

Sir Robert Hart has not yet given any definite reply.

CANTON-HANKOW RAILWAY.

THE LOAN.

[By courtesy of the "Sheung Po."] Peking, 11th May.

It is reported that the loan for the construction of the Canton-Hankow Railway will be increased to \$5,500,000 in order to provide funds for the building of the line from Hankow to Pzeohuan.

THE IMPERIAL FUNERAL.

COSTS OF THE OBSEQUIES.

[By courtesy of the "Sheung Po."] Peking, 11th May.

The expenses in connection with the recent funeral obsequies of the late Emperor amounted to \$500,000.

CHINESE EDITOR.

RELEASED FROM CUSTODY.

[By courtesy of the "Sheung Po."] Peking, 11th May.

The Chinese editor, who was recently arrested and detained in custody, has been released.

THREE EASTERN PROVINCES.

SEAT OF GOVERNMENT.

[By courtesy of the "Sheung Po."] Peking, 11th May.

H.E. Sir Liang, Viceroy of the Three Eastern Provinces, has asked for permission to defer the transfer of the seat of government to Chang-chuen, and pointed out the disadvantages of having the Viceroy and Governor stationed in the same city.

Whereupon an edict was issued appointing His Excellency Governor in addition to his office as Viceroy.

RAILWAY MATERIALS.

EXEMPTION FROM DUTIES.

[By courtesy of the "Sheung Po."] Peking, 11th May.

The Viceroy of Fukien and Chekiang has memorialized for permission for railway companies, under the management of merchants, to import railway materials free of duty.

Upon the matter being referred to the Superintendent of Customs, an Imperial edict was issued granting the prayer of the memorial.

FINANCIAL ADVISERS.

VICEROY CHANG'S REQUEST.

[By courtesy of the "Sheung Po."] Peking, 11th May.

Viceroy Chu Ishun and Chang Jen-chun and Governor Chan Kwei-lung and Chang Kai-tai have asked that the financial advisers for the respective provinces be urged to take up their posts forthwith.

The Ministry of Finance has replied that it will be some time before they can arrive.

THE SHANGHAI TAOTAL.

TRANSFERENCE PROPOSED.

[By courtesy of the "Sheung Po."] Peking, 11th May.

The Grand Council has secretly deputed an official to investigate the charges preferred against the Shanghai Taotal.

It is proposed to transfer Taotal Tsi Nai-hung to some other post.

With reference to the recent impeachment by the Governor of the Shanghai Taotal, it has been reported in our columns, says the N. C. D. News of 10th inst., that the Peking Government has ordered Viceroy Tuan Fang at Nanking to endeavour to bring about a reconciliation. It is believed that unless this was done, either one or the other of the high dignitaries involved in the disagreement would have to abandon his post. The Governor had already received a slight rebuff from Peking when his recommendation of the Taotal's dismissal was not forthwith adopted in the usual manner and the case was ordered to be investigated.

He has, therefore, prepared for emergencies by a recent telegram he addressed to a Grand Councilor, in which he pleaded illness, and expressed a fear that he might have to resign his post. Failing an amicable settlement between the two, a compromise may be resorted to as is often done in Chinese official spheres, by the transfer of the Governor or possibly of the Taotal.

MINING.

CHINESE PROTEST.

[By courtesy of the "Sheung Po."] Peking, 11th May.

The Governor of Honan has telegraphed to the Waiwupu asking that a strong protest be lodged against a certain foreign Syndicate for interfering with Chinese officials engaged in opening mines in Honan Province.

EX-PRESIDENT ROOSEVELT.

TO VISIT CHINA.

[By courtesy of the "Sheung Po."] Peking, 11th May.

A telegram has been received from H.E. Wu Ting-fang, Chinese Minister to Washington, advising that ex-President Roosevelt will visit China in the sixth moon.

MANCHURIA.

APPROPRIATION FOR DEVELOPMENT.

[By courtesy of the "Sheung Po."] Peking, 11th May.

Viceroy Sik Liang has applied to the Ministry of Finance for Tls. 10,000,000 to meet expenditure in the Three Eastern Provinces.

The Ministry has agreed to the appropriation.

CHINA AND MAOAO.

A REBUFF TO THE PORTUGUESE MINISTER.

[By courtesy of the "Sheung Po."] Peking, 11th May.

In a communication to the Portuguese Minister, the Waiwupu points out that the meetings held by the Portuguese were for the purpose of discussing the past history of Maoao and that they did not drag in extraneous matters. It would be unreasonable to prohibit them from holding such meetings.

MANCHURIAN AFFAIRS.

CHINA'S TERRITORY IN NAME ONLY.

[By courtesy of the "Sheung Po."] Peking, 11th May.

In a memorial to the Throne H.E. Hsu Shih-chang, ex-Viceroy of Manchuria, invites attention to the unsatisfactory condition of affairs obtaining in Manchuria which, he asserts, is China's territory in name only, while all the benefits are reaped by Russia and Japan.

H.E. Hsu urges the early construction of railways to connect the Province with other parts of the Empire.

The Prince Regent has caused directions to be despatched to the new Viceroy, Sik Liang, to attend to these matters.

LEI KING-HEI.

AND THE YUNNAN VICEROYALTY.

[By courtesy of the "Sheung Po."] Peking, 11th May.

A certain Grand Councilor has submitted an application on behalf of Lei King-hei asking that he be sent to Yunnan.

The Prince Regent's reply is: "I have chosen a Viceroy for Yunnan; it is not my business to choose a place for Lei King-hei."

COMMISSION AGENTS SUED.

CLAIM FOR \$3,000.

Before Mr. Justice Gompertz, in the Summary Jurisdiction Court, last Wednesday, Wu Lai Chuen, a gentleman of means, residing at 211, Des Voeux Road West, brought three claims for \$1,000 each against the Hong Ching Yee Kee firm, of 7, Hillier Street, West Point. The money, it was alleged, was due under two promissory notes and a deposit note dated January, 1900.

Mr. F. X. d'Almeida & Castro appeared for the plaintiff. Mr. P. W. Golding was for the defendant firm.

By the death of his father, so it was stated, plaintiff came into some money. Some time afterwards a man named Pun Wing, a friend, approached him, and said that the defendant firm wanted a loan. Plaintiff agreed to lend what money they wanted, provided he got good interest. It was subsequently arranged that plaintiff should receive 1.50 per cent. monthly or two per cent. if he desired. Plaintiff then gave the money, and the defendant firm proceeded to the bank and had the money cashed for the first loan of \$1,000. Plaintiff obtained a promissory note, which was chopped with a red ink. Then he lent them another \$1,000 and secured another promissory note. Plaintiff showed the promissory notes to a relative, who drew his attention to the fact that they bore insufficient stamps. Plaintiff pointed this out to the defendants, who renewed the notes. Plaintiff was again applied to for a third loan of \$1,000. This he did, receiving this time a deposit note in the absence of a stamped paper. A month or two later plaintiff applied for his interest, which he did not get. He asked for the capital, but this was refused. It was stated that the man Pun Wing received \$300 as commission for securing the loans for the firm.

Cross-examined, plaintiff stated that he knew the defendant firm for about a year. They did a commission agent business. Pun Wing introduced him to the firm. Pun Wing told plaintiff that the shop was in a sound condition and it was safe to lend the money. He did give the money to Pun Wing to pay the defendants. The money was paid out in Hongkong and Chartered Bank notes. This money he obtained from the country. The defendants desired borrowing any money from plaintiff. Even since the firm was established, said the managing partner, we never borrowed money on our shop. The case was adjourned.

SHIPS CAPTAIN "HELD UP."

ARREST MADE AFTER THREE YEARS.

11th inst.

For nearly three years the city police have been searching high and low for the gang of highwaymen, who had attacked and robbed Captain Liang, master of the steamer "Yok Shau," but it was not until yesterday that the slugs at West Point were able to lay their hands on a man, who is believed to have been the ringleader in the "hold up." Four more men are still wanted by the law officers, but their capture is considered remote as it is known that they are hiding somewhere in the interior, whither they had fled soon after the robbery was committed. The man under arrest also made himself scarce, but he was fortunate enough to return to the Colony with the ship that he fell into the trap laid for him and his gang.

The story of the robbery runs thus: Captain Liang, who commands one of Messrs. Bradley and Company's steamers, came ashore on the afternoon of the 14th May, 1900, with \$350 in notes which he intended to deposit in the Savings Bank. Business matters kept him away and when he arrived at the Bank he found it closed. During the evening he engaged a ricksha to take him to West Point, where he sought a room to return to his ship. On arrival at West Point he was discovered that there were 100 rickshas in the vicinity. He then told the ricksha coolie to drive him back. The coolie took him along Queen's Road West, and at a certain point that locality pulled up the ricksha and told him that he was tired. Would Captain Liang pay him off and engage another ricksha? The captain, who had no small change, took out the bundle of banknotes, extracted a \$10 bill and handed it to the coolie to change. The coolie departed and returned with the change, but the captain did not see that the other coolie was by way of looking at the bunch of bills which he had just replaced in his pocket. Another ricksha was engaged and the captain again made for the Savings Bank. On reaching the bank he was caught from behind by several men, and tied to the ground. There was a great struggle but the ricksha coolie and the captain were held down by the other coolies while three others went through his pockets. The struggle between the coolies was roughly handled, receiving various injuries to his face. After this the ricksha coolie and the captain were taken to No. 7 Police Station, where he reported the matter. At the station he discovered that about \$250 and his bank book had been removed, while \$100 odd which he had concealed in another pocket had been left untouched.

Of course, the police were soon active, but this activity resulted in nothing, as the coolie parties had jumped the Colony. A diligent watch was kept, however, with the result as stated above.

The suspect was charged in the Police Court to-day, before Mr. J. H. Kemp, and after denying the charge, was remanded.

A Lost Passage.

FARMER ALLEGED TO BE SWINDLED.

BROTHERS TO ARRANGE WITH CUSTOMS OFFICIALS IN AMERICA FOR HIS LANDING.

Peking, 11th May.

The story of how a San Wei farmer named Chan Sun failed to reach, or to be "smuggled" into San Francisco, how he had been swindled by an alleged immigration sharp, and how he suffered at Shanghai, where he left the ship, was related to Mr. Justice Gompertz, in the Summary Jurisdiction Court yesterday. The facts go to show how easily it is for those on the look-out in Hongkong to traffic in "green-horns" from the country, and on what a scale, the smuggling of unfortunate men into various parts of the United States is carried on.

The case in point was that in which a curio dealer named Chan Kwan Shan, of 24, Queen's Road Central, sued the Po On firm, 219, Queen's Road West, and its managing partner, Ng Ching Yuen, to recover the sum of \$300, which was alleged to have been deposited with a man named Chan Yik Kwong by the plaintiff, at the request of the defendants—money to purchase a passage ticket to America for the man Chan Sun.

Mr. P. Sydenham Dixon represented the plaintiff, while Mr. F. X. d'Almeida & Castro defended.

The case for the plaintiff was told by the man Chan Sun, a native of San Wei district. He stated that he came to Hongkong on 20th April with the intention of "proceeding" to California.

Mr. Dixon—What did you want to go there for?

Witness—I have two brothers there who keep a grocery shop.

What did you do when you came here?—I went to the Kwong Man Sing firm (the plaintiff firm) where a man had some conversation with the plaintiff. I afterwards learnt that that man was to see the matter through.

Why did you go to the plaintiff?—He is a relative of mine.

Was he to pay your passage?—Yes.

And how was he to recoup himself?—Well, you see my brother's drafts always go through his hands.

The witness, continuing, said that he came to Hongkong to go to California in consequence of the receipt of a letter from one of his brothers. On the 23rd April a man named Chan Yik Kwong took the witness on board a Japanese steamer. The passage was to cost \$300 and was paid by plaintiff. When the witness got aboard it was about 8 p.m. then Chan Yik Kwong said to witness: "Well, old Chan, you had better sleep here. I'm very busy and can't attend to you now. I have to go ashore." He then left, and the ship sailed at one a.m. daylight.

(Laughter.) The witness here corrected himself and said one p.m. "I never saw Chan Yik Kwong again," went on the witness, "so I inquired whether he was on board. I asked the comrades and he said he did not know the man. I then related my story to the comrades and the ship sailed for Shanghai, where witness left her, and returned to Hongkong."

Mr. Dixon—How did you get back?—I had only \$7 on me, but I borrowed money from a nephew. The passage cost me \$50.

When you got to Shanghai what did you do?—I went to the Kwong Sing Fook firm, and then to the relative, requesting him to write a letter to the Kwong Man Sing, a firm of jewellers in Hongkong, telling them of my predicament.

The Court—Why did you leave the ship at Shanghai?—Because Chan Yik Kwong was not on board. He was to take me to America.

Did you have any money on you to carry you to America?—No.

Have you tried to find Chan Yik Kwong since?—There was an advertisement for cheap goods for sale. (Laughter.)

Have you seen him since your return?—No. Did Chan Yik Kwong give you the passage ticket?—No, he only showed it to me. He said he would hand it to the ship's officer.

Mr. d'Almeida (cross-examining)—Where did you reside when you came here?—At the Kwong Man Sing.

For how long?—Over ten days.

Did you constantly see Chan Yik Kwong?—What could I see of him when he has absconded. (Laughter.)

Did you have any conversation with him?—No, no.

Did you get many letters from your brothers asking you to go to America?—Constantly.

Did your brother in his letters say that he had arranged with the Customs people in America to allow you to land?—Yes.

And it was after your brother's assurance that he had arranged for your landing that you consented to go?—Yes.

You also told the plaintiff that everything had been arranged with the Customs people in America?—Yes.

And you asked him to arrange your passage?—How can I say whether I was allowed to land in America or not. It was for Chan Yik Kwong to put me through. (Laughter.)

Did your brother say he had arranged your landing?—My brother said nothing at all about arranging anything with the Customs people. All he said to me was to come.

But you said, so a minute ago?—How could my brother tell whether I could land or not? Did your brother write to you saying he had sent drafts for your passage?—Yes.

You said you went on board a Japanese ship. Were there any Chinese crew on board?—Yes. How many?—Now, how do I know?

Are you sure there were Chinese crew on board?—Sure. I ought to know when some of the crew belonged to my own village.

Were there any Chinese passengers?—I don't know. I know there were some Indian devils on board. (Laughter.)

Did you get any food on board?—I was a passenger.

How did you pay for your "chow"?—I told the comrades how I was situated. He said I had been swindled, and said I could pay at Shanghai.

Isn't the passage money between \$200 and \$300?—Yes, return passage.

But is not that the usual fare?—Steering passengers pay between \$100 and \$200.

The defendant was called. He said he was the sole owner of the defendant firm and resided most of the time in Canton. He did not know the plaintiff or the man Chan Yik Kwong. His business in the Colony was that of making shoes. The business was left in charge of a man named Mak Yik Sang, but the latter was never ordered to guarantee any debts. Defendant denied that the chop in the payment book was the chop of his firm. The characters were different. His firm's chop was round—not square, as appeared in the book. He had never borrowed money in the course of his business. He had never received money on deposit.

In cross-examination, the defendant stated that his firm made a profit last year of over \$500. His business was a ready cash one. The defendant on being asked to produce his payment book handed to Mr. Dixon a blank account book. His excuse was that he knew very little of the firm's business, as he was nearly always in Canton. The capital of his firm was \$1,000. The rest of his shop was \$200.

Further questioning, the case was adjourned.

CASE DECIDED IN FAVOUR OF PLAINTIFF.

With regard to the case, which we reported at length in yesterday's Telegraph about an unfortunate farmer, who thought he was about to become a member of "God's Country," judgment was delivered this morning.

As we stated yesterday the case in point was that in which a curio dealer named Chan Kwan Shan, of 24, Queen's Road Central, sued the Po On firm, 219, Queen's Road West, and its managing partner, Ng Ching Yuen, to recover the sum of \$300, which was alleged to have been deposited with a man named Chan Yik Kwong by the plaintiff, at the request of the defendants—money to purchase a passage ticket to America for the man Chan Sun.

Mr. P. Sydenham Dixon represented the plaintiff, while Mr. F. X. d'Almeida & Castro defended.

Mr. Justice Gompertz, this morning, delivered judgment in the issue, and held that the plaintiff's account of the matter was superior to that submitted by the defendant firm. Accordingly judgment was given for the plaintiff with cost.

Mr. d'Almeida asked for a stay of execution for a week.

The Court granted the application.

FLOODS ON THE WEST RIVER.

RED CROSS SOCIETY'S ASSISTANCE.

[From Our Own Correspondent.] Canton, 11th May.

In connection with the recent floods in the riverine districts along the West River, besides the uprooting of the embankments of the Wing Fung Wai, in Samshui, the embankments of Tsung Fung Wai and Wing On Wai in Sze Wai district, and the Wai in Namhoi district, and several others have also given way. The

Kidnapped from
Shanghai."CHENAN'S" CAPTAIN ACTS AS
DETECTIVE.MEANS OF DISCOVERING WHOLESALE
KIDNAPPING.

One of the most remarkable cases of kidnapping that has been brought to light for some time past was unearthed by Captain J. H. Brown, master of the steamer *Chenan*, the other day, in a very ingenious way.

The *Chenan* is a vessel belonging to Messrs. Butterfield and Swire, and plies between this port and Shanghai. On the afternoon of the 13th ult., just prior to the departure of the steamer from the Northern port, a man went on board and asked to see the boatwain. To that member of the crew he said "that his wife and two children wanted to proceed to Hongkong and as there was no 'proper' accommodation aboard, would he mind hiring his cabin." The boatwain consented, and the visitor left.

At about two o'clock next morning a woman appeared on the ship with three male children, each about five years old, and was taken to the boatwain's cabin, where she was installed. Everything appeared above board, and the *Chenan* some hours later weighed anchor for this port. Twenty-four hours after the steamer had been left behind, something "fishy" was noticed in the boatwain's cabin which led to action being taken.

Captain Brown learnt that the woman in that room could not understand what her "three children" were saying. The children, all Shanghai-bred, told their "mother," in that dialect, that they wanted tea. The mother, a Cantonese, desired to know what they wanted. And so this went on until Captain Brown turned the children over to the crew to be attended to, while their alleged mother was confined to her cabin.

On the 21st, the vessel reached Hongkong, and the woman was turned over to Inspector Langley, at the Water Police Station, while the three little boys, whose photographs were taken and given to the steward of the ship, were accommodated by the police. The Northern port was notified of the occurrence by wire, sent by a certain Chinese newspaper in the Colony, and according to Captain Brown, in order to show what a scale kidnapping is being conducted at the Northern port, there were over 100 persons waiting the return of his vessel to get back their missing children.

The active steward of the *Chenan*, now in possession of the boys' photographs, went to work to find their parents. That it was hard work cannot be denied; that he was successful in two cases deserves great praise. He searched Shanghai for many hours. Firstly, he found the father of one of the boys, who is an ex-convict to the Maitai Bussan Kaisha. He had missed his son for two months. Then a well-to-do lady recognised another of the pictures; but the parents of the third boy could not be located. In the end passengers were obtained for the two complainants, and they arrived here a day or two ago, to meet their missing children, who were kidnapped months ago and "stored" in Shanghai pending a suitable time for their removal.

The kidnapper, one Wong Fung, a virago of about thirty-five years of age, was charged before Mr. F. A. Hazell, at the Magistrate's last Saturday forenoon, to answer a charge of having children into the Colony for an unlawful purpose.

In spite of evidence to the contrary the defendant persisted in saying that the children were hers. "Am I to abandon my children?" she concluded innocently.

His Worship found her guilty, however, and passed sentence of six months' hard labour. The steward was highly commended by his Worship for the work he had done in Shanghai tracing the children's parents, and remarked further that had the steward been put to any expense the Police or the Steamship Company would have rewarded him.

Inspector Langley observed that the steward did not want payment. All he considered necessary was to be commended.

We are given to understand that the children will return to Shanghai soon. The third unrecognised child will be handed over on arrival at Shanghai to the proper authorities. Meanwhile their wants are being attended to by the Registrar-General.

GERMAN SHIPPING SET BACK.

THE DAY OF THE FAST LINER.

Coming on top of the Hamburg-American Line's failure for the first time in fifteen years to declare a dividend, the announcement that the business of the North German Lloyd was conducted last year at a loss of £892,600, and that their earnings were only £460,900, barely one-fourth of what they were once, would seem on the face of it to sound the knell of German trans-Atlantic shipping.

The enormous extent of the losses has caused surprise even in those shipping circles of this country that knew that the reports of both the great steamship lines of Germany must be disastrous. Its causes, writes a representative of the *Fall Mail Gazette*, as the result of inquiries, are set down in the following order:—

1. Effective British competition, and
 2. Universal depression in shipping.
- With regard to the first cause, the opinion prevails that so long as Germany's fleet retains her supremacy with fast boats there is no hope that Germany can recover the ground she has lost. "People," as one authority points out, "no matter to what nationality they belong, will travel by the faster boats, provided, of course, there is at least an equality of service in other directions."

"Not only do business conditions demand it, but there is also a universal desire on the part of passengers to get from shore to shore with the loss of as little time as possible. Nowadays, therefore, the people who formerly travelled by the luxurious ships of the German lines are passengers by first class boats and until Germany can compete with Great Britain in fast service an end which at the best will take her a long time to attain—she can never hope to get these passengers back."

FAINT GLIMMERING OF HOPE.

From the universal depression German shipping will, of course, recover. But at present, said another British authority, there are only such faint glimmerings of recovery as are to be seen in a gradual increase in emigration and in the boom in wheat, there being an exceptionally good crop in Australia and a large export for the first time for a long period from India.

Such cordial relations exist between the British and German shipping companies, that the news of the financial disaster that has overtaken the North German Lloyd has been received in London with feelings of regret and much sympathy has also been expressed at the death of Dr. Heinrich Wiegand, managing director of the company, which is regarded as a direct effect of the crisis.

HUO-KONG'S FINANCES.

A CREDIT BALANCE.

Government is carrying out its policy of retrenchment with a vengeance. The usual monthly financial statements which take up four or five pages of the *Gazette* are now whittled down to only half a page, from which we gather that at the end of the month of February last, there was a credit balance in the Treasury of \$3,506,122. The balance at the end of the previous month was one of \$302,276, and when the revenue for the month of February is added, viz., \$455,598.74, there was an available sum of \$689,825.50 to meet the expenditure for that month. The amount disbursed by the Treasury was only \$348,758.28, thus leaving an available balance of over three lakhs of dollars.

In the statement of assets and liabilities, dated the 29th ult., presented by the Treasurer we find the following figures:—

Liabilities.	
Deposits not available.....	358,216.39
Officers' remittances.....	1,441.81
Suspense house service.....	17,000.20
Total Liabilities.....	376,718.40
Assets.	
Balance Bank.....	\$146,577.23
Subsidy coins.....	331,416.17
Crown Agents' current account.....	30,097.25
Advances.....	107,079.37
Imposts.....	64,712.56
Total.....	\$683,786.58

Reimbursement due by railway construction account 31st December, 1908.....	\$1,350,135.50
Less credit balance on account of 1909.....	263,230.28
Credit balance as above.....	1,086,905.22
Balance of assets (general account).....	\$1,405,974.50

TROUBLE ON THE
"GLINTURRET."ALLEGED JAPANESE ATTACK ON SECOND
ENGINEER.

A Japanese, Sutichiki Naka, a fireman on board the steamer *Glenturret*, was charged in the Police Court, last Saturday (Mr. J. H. Kemp presiding) to answer a charge of having committed an assault on Mr. Leslie Simon, the second engineer, on the high seas some time ago.

The defendant denied the charge, and offered to call four witnesses.

The story of the alleged assault, as it was given by Mr. Simon in the witness box, was that early on the morning of March 30th last, when the ship was between London and Penzance, he was on the high seas, and the *Glenturret* was in the middle of the Atlantic. This was usually done before witness went to watch. While there witness saw a defendant attending to the ashes. The steamer was going back and witness ordered the Japanese to attend to the fires. When the order was given defendant was in a stooping position at the ashes, and witness tapped him on the elbow. This defendant objected to and, turning round sharply, struck the engineer on the face with his shovel. (The witness here showed a long mark running from the right side of his face down to his chin.)

The blow stunned witness and he collapsed. "And I knew nothing more until I was picked up by a stoker. When I woke up," the witness continued, "I asked what was the matter. A fireman, Chigusa, told me that something had fallen on me. I went into the engine-room and saw my greaser, and sent him up for the chief engineer." When the latter arrived there were only three engineers in the room, the others having disappeared. The chief engineer, on questioning the men got the same answer, that something had fallen on the second Engineer. Witness then retired and went to see the doctor who put in stitches in his wound. That was all the witness knew.

The Court—Did you tell the chief engineer that the defendant struck you in the face?—No. Did you see him with a shovel?—I saw him coming round with the shovel. I knew no more after that.

What did you tell the chief engineer?—I said nothing. Did you say something?—I showed him my face. Then we went into the stokehold.

You must tell me what you told him?—I said nothing. When you showed him your face did he ask you how it happened?—Yes.

You said nothing?—I said I didn't know. So you did say something?—Well, he asked me what was the matter. I said something had struck me; I did not know how it had been done.

You did not say about the man turning round with the shovel?—No.

When did you first mention that?—Some time after. The greaser was responsible for it.

How long ago was that mentioned?—Ten days ago.

It must be very extraordinary, isn't it, to wait so long to find that out?—Yes, your Worship. But there were so many rumours going round the ship about this man.

The defendant asked witness—When you came down after being bandaged didn't you ask me how it happened?—Yes. I asked you the same question.

Asked what he had to say, defendant said that the complainant went into the stokehold after his wound and spoke to him about the first. The complainant said to him about the first. The complainant said to him about the first. The complainant said to him about the first.

The defendant was discharged, owing to the time that had elapsed before the case was brought to Court.

UNWHOLESOME PHARS.

HAWKER FINED FOR SELLING BAD FRUIT.

Acting Inspector P. O'Sullivan charged a hawk before Mr. F. A. Hazell in the Police Court, last Saturday, with selling pears in Hollywood Road on Friday which were unfit for human consumption. Two baskets of the fruit were seized by the police, and on examination the contents were found to be rotten.

The defendant denied that it was his intention of disposing of all the pears. When the inspector approached him he was sorting out the good ones and placing them in separate baskets.

His Worship inquired of the defendant from where he obtained the pears. The reply was that they had come all the way from Tientsin and some were bound to get bad.

His Worship, after informing Inspector O'Sullivan that this was the first case of the kind, gave the defendant to understand that he would not have sold the pears and fined him \$10, the order being a fortnight's gaol.

PRINCE FUSHIMI IN PEKING.

PRESENTATION TO THE THRONE.

A Peking dispatch to the *Asahi* reports that on the morning of 26th ultimo Prince Fushimi, who was sent by his Majesty the Emperor to represent him at the funeral of the late Emperor of China, went through the ceremony of presentation to the Throne at the Kaitshin Hall in the Palace. The presentation to the Emperor was only a formality, as the Emperor was not present. The Prince Regent stood by the side of the throne and on behalf of the Emperor received Prince Fushimi.

In addressing the Throne Prince Fushimi remarked that he had been directed by his Majesty the Emperor of Japan to attend the funeral of the late Emperor of China and present to the Imperial House of China the sincere and cordial wishes and respects of the Imperial family on behalf of his Majesty the Emperor of Japan. He hoped that the relations between the Imperial House of the two countries would increase in cordiality and that the life of the Emperor of China would be happy and prolonged.

Replying on behalf of the Emperor, the Prince Regent said that the Emperor of China was much indebted to the good wishes of his Majesty the Emperor of Japan in sending Prince Fushimi to attend the funeral of the late Emperor and that he reciprocated the wish that the relations between the Imperial Houses would increase in cordiality as the existing friendship between the two nations was strengthened. The Emperor of China was much pleased to accept the gifts presented by his Majesty the Emperor of Japan and Prince Fushimi, and wished long life to his Majesty the Emperor of Japan and hoped for the prosperity and welfare of the Imperial family. The Prince Regent requested Prince Fushimi to convey the sincere and best wishes of the Emperor of China to his Majesty the Emperor of Japan.

Upon the conclusion of the ceremony the Prince Regent stepped down from the platform and escorted Prince Fushimi to the Kaitshin Hall, where, in his capacity of Regent, Prince Ching received Prince Fushimi and the two Princes remained together for a short time. After the reception of Prince Fushimi, the foreign representatives in Peking were received in audience. In the afternoon Prince Fushimi paid official calls on Princes Ching, Kung, and Su, and other members of the Imperial family. —*Japan Chronicle*.

PACIFIC SHIPPING.

NEW VESSELS TO BE PUT ON THIS YEAR.

The Seattle *Post-Intelligencer* publishes the following Victoria (B.C.) despatch, on April 6th:—That the Blue Funnel line is preparing to enter the trade in the Pacific, and is in the process of building four new liners, and the two Princes remained together for a short time. After the reception of Prince Fushimi, the foreign representatives in Peking were received in audience. In the afternoon Prince Fushimi paid official calls on Princes Ching, Kung, and Su, and other members of the Imperial family. —*Japan Chronicle*.

The story of the alleged assault, as it was given by Mr. Simon in the witness box, was that early on the morning of March 30th last, when the ship was between London and Penzance, he was on the high seas, and the *Glenturret* was in the middle of the Atlantic. This was usually done before witness went to watch. While there witness saw a defendant attending to the ashes. The steamer was going back and witness ordered the Japanese to attend to the fires. When the order was given defendant was in a stooping position at the ashes, and witness tapped him on the elbow. This defendant objected to and, turning round sharply, struck the engineer on the face with his shovel. (The witness here showed a long mark running from the right side of his face down to his chin.)

The blow stunned witness and he collapsed. "And I knew nothing more until I was picked up by a stoker. When I woke up," the witness continued, "I asked what was the matter. A fireman, Chigusa, told me that something had fallen on me. I went into the engine-room and saw my greaser, and sent him up for the chief engineer." When the latter arrived there were only three engineers in the room, the others having disappeared. The chief engineer, on questioning the men got the same answer, that something had fallen on the second Engineer. Witness then retired and went to see the doctor who put in stitches in his wound. That was all the witness knew.

The Court—Did you tell the chief engineer that the defendant struck you in the face?—No. Did you see him with a shovel?—I saw him coming round with the shovel. I knew no more after that.

What did you tell the chief engineer?—I said nothing. Did you say something?—I showed him my face. Then we went into the stokehold.

You must tell me what you told him?—I said nothing. When you showed him your face did he ask you how it happened?—Yes.

You said nothing?—I said I didn't know. So you did say something?—Well, he asked me what was the matter. I said something had struck me; I did not know how it had been done.

You did not say about the man turning round with the shovel?—No.

When did you first mention that?—Some time after. The greaser was responsible for it.

How long ago was that mentioned?—Ten days ago.

It must be very extraordinary, isn't it, to wait so long to find that out?—Yes, your Worship. But there were so many rumours going round the ship about this man.

The defendant asked witness—When you came down after being bandaged didn't you ask me how it happened?—Yes. I asked you the same question.

Asked what he had to say, defendant said that the complainant went into the stokehold after his wound and spoke to him about the first. The complainant said to him about the first. The complainant said to him about the first. The complainant said to him about the first.

The defendant was discharged, owing to the time that had elapsed before the case was brought to Court.

Acting Inspector P. O'Sullivan charged a hawk before Mr. F. A. Hazell in the Police Court, last Saturday, with selling pears in Hollywood Road on Friday which were unfit for human consumption. Two baskets of the fruit were seized by the police, and on examination the contents were found to be rotten.

The defendant denied that it was his intention of disposing of all the pears. When the inspector approached him he was sorting out the good ones and placing them in separate baskets.

His Worship inquired of the defendant from where he obtained the pears. The reply was that they had come all the way from Tientsin and some were bound to get bad.

His Worship, after informing Inspector O'Sullivan that this was the first case of the kind, gave the defendant to understand that he would not have sold the pears and fined him \$10, the order being a fortnight's gaol.

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KULANGSU (AMOI) MUNICIPAL COUNCIL.

AN INTERVIEW WITH A WHALER.

Minutes of a meeting of the Council held at the Board Room, on the 20th April, 1909. Present:—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. Kruse, J. Menzies, S. Okuyama, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

The sub-committee was instructed to arrange for a further meeting with the Mixed Court Magistrate so as to come to a final decision in the matter of licensing their wharves.

An application from the committee of the Temple for permission to hold the annual religious festivals and procession was considered and granted on the usual terms.

The Superintendent of Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—Summons: Contempt of Court 1, Breach of Municipal Regulations (disorderly house) 1, Summary Arrest: Being found on enclosed premises 1, House-breaking 1, Theft 4. There was no sitting of the Court from the 6th to the 15th April.

(Signed) W. H. WALLACE, Chairman.

By order, O. BARKLEY MITCHELL, Secretary.

HOW A MOSQUITO BITES.

EASILY EXTERMINATED.

I saw the other day a curious crowd round a five-gallon glass jar full of rainwater that swarmed with "wigglers," or "wiggletails," while above the water flew adult mosquitoes kept in by a piece of wire screen across the top. For the first time many of the onlookers were realising that mosquitoes pass their youth in the water. A spoonful of oil on the water sent every wriggler to the bottom of the jar, to rise no more. They die without air to breathe.

There is a practical hint in this for the crusade against the mosquito. Put breeding jars in prominent places so that everybody can see how the insects look, how they breathe and eat and change, and how the oil cuts off their breath. It will emphasise the fundamental principle that water is a necessity for mosquitoes: are to breed, and it must be still water.

Mosquitoes do drift over to us from distant swamps sometimes before a wind. But most of the successive generations that pester us are home-grown. It is estimated that they do not travel more than ten or twelve miles from their birthplace. A tin pan or other useless utensil in a neglected corner of the shrubbery may send forth eight distinct swarms in a single season. A cesspool or cistern unsecured, has astounding possibilities as breeding ground for the pests. Damp ground under a water-pipe, under decaying shrubbery, or even under trees serves the same purpose.

Clear out all damp situations at home by pruning and draining before you get after your surrounding territory. Air your cellar and scullery time where the floor is draining swamp water. Oiling is a temporary expedient, and expensive. It has to be repeated. Dig open ditches. They carry off the water and turn swamps into building lots and factory sites.

Small tracts are cheaply filled and the puddles thus eradicated. Clearing a sluggish stream of grass that chokes it often enables the unpolluted flow to clear out mosquito colonies along the coast. Most of the oil is boiled in ordinary cauldrons, a very primitive method according to Norwegian ideas. Consequently oil of this kind is not fit for export, especially through hot climates, where it is liable to ferment. By-products of the sperm whale are also wasted to a great extent. As a result of all this there is a great waste of labour, material, and time, and so the profits are not nearly what they might be were proper methods employed. Another factor which goes a long way to lessen the profits of the companies is that hindrance to the progress of the whaling industry caused by the over-staffing of the vessels. Whaling concerns employ a large number of managers, overseers, assistants, and clerks, to say nothing of directors and auditors—most of them more or less ignorant of the business—and many totally unnecessary. A general reduction in the staff all round would bring in much higher returns to the shareholders. A good whale will fetch between three and four thousand yen—sometimes even as much as five thousand yen.

Twenty-two Norwegian whalers are employed by these Japanese companies to manipulate the harpoon guns. Captain Olsen, who has been engaged in the whaling trade in the Far East for over fourteen years, is the principal gunner and in an interview he gave a presentation of an interesting account of the work. The whaling concerns employ a large number of managers, overseers, assistants, and clerks, to say nothing of directors and auditors—most of them more or less ignorant of the business—and many totally unnecessary. A general reduction in the staff all round would bring in much higher returns to the shareholders. A good whale will fetch between three and four thousand yen—sometimes even as much as five thousand yen.

Of course whale hunting entails a certain amount of danger. An infuriated whale charging a whaling steamer from below could ram a hole in her bottom like a torpedo and sink her in a few minutes. It is very seldom, however, that whales attack the vessels in pursuit of their chief object, to escape from the range of the harpoon. Nevertheless, it is sometimes happens that a whale will turn and charge a whaling steamer through sheer blindness of terror, and, of course, it is an exciting time for those on board when this occurs. But the harpooners are always equal to the occasion, and the whales which behave in this fashion are killed long before they reach the vessel's side.

Asked what was the average catch, Captain Olsen said it was impossible to give even an approximate figure. Sometimes a fortnight or three weeks would go by without a single whale being seen; at other times three or four whales would be caught in a single day. Everything depends on the state of the weather. Occasionally a whole herd of whales will be met with, and then the captures are abundant.

The method adopted in killing a whale is comparatively simple. A whale is first perhaps speared at a distance of from six to eight miles. The steamer is turned in that direction, and when within gun-shot, a harpoon is fired at the animal from a gun in the bow. It is seldom that two shots are necessary, the first harpoon usually finding its mark. The whale instantly dives if possible and goes far below the surface. A strenuous struggle then takes place, the sea monster plunging and hauling at the harpoon cable in all directions, and the steamer tagging with all the power of its engines. The other end of the cable is then hauled in, and the whale is brought to the surface. The harpoon is then fired at the whale's tail, and the animal is killed. The whale is then hauled in, and the harpoon is then fired at the whale's tail, and the animal is killed. The whale is then hauled in, and the harpoon is then fired at the whale's tail, and the animal is killed.

It is very unfortunate that people so often scratch a mosquito bite. Don't do it; nothing is to be gained by scratching, and the chances are that you do more harm when you scratch than the mosquito does by biting. Scratching is absolutely useless.

When a mosquito bites a person it injects something which is irritating, a kind of acid. In some cases the sting is more perceptible than in others, which is probably due to the susceptibility of some people being greater than that of others. To relieve the sting of a mosquito bite use an alkaline substance.

There are several ailments that may be cured with effect; ammonia is very common. If one should happen to be in a field when bitten, nothing else being available, a little moistened fresh soil applied to the bitten part will act as an antidote. The same is generally true with regard to the bites of bees and other insects; they require an alkali to neutralise them.

On the other hand, if you scratch a mosquito bite you deepen the surface, thus making a direct opening for germs. The very finger nail with which you scratch could, if not clean, infect the bite.

Many places have been made absolutely mosquito-free. With achievements as this for your inspiration, strike hard and with intelligence at the mosquito nuisance in your neighbourhood. Work for comfort later on, even if you have to get behind screens now. Screened porches are better than screened doors. Systematically hunt them by day in the house if they show themselves.

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WHALING IN JAPAN.

AN INTERVIEW WITH A WHALER.

Perhaps it is not generally known that whaling has come to form an important part of the fishing industry of Japan. Along the east and south-west coasts are a number of whaling stations, which, for ten months in the year, send forth a fleet of the deep. The most important of these is that of Hoshikawa, in the province of Hyogo, on the west coast of Kyushu. North of this, at Tottori, near the entrance to the Bungo Channel, is another station. In Chikoku there are two whaling stations, one at Shimizu, in the south-west, and the other at Kenzu, in Awa. At Oshima, in Kii—that is to say, in the most southerly portion of the main island—is a large and important station, while at Mishima, to the north-west, is another. The next station is separated from its neighbour by a longer interval, being situated in Chokai at the extreme end of the large peninsula to the west of Tokyo, in the province of Shimizu. The whaling station on the island of Shikoku, to the north-west of Sendai, is the most northerly one at present, but another station is about to be established on the coast still further north. The island of Tsushima, between Japan and Korea, is also used as a whaling centre. On the east coast of Korea, at Ulsan, in the south, and at a place near Wonsan, in the north, are two large stations.

Whale-catching, as a regular industry was only introduced into Japan about five years ago. For several years Norwegian whaling steamer from Korea had put in at Nagasaki to dispose of their catch, and it was the sight of these that induced some enterprising Japanese to engage a number of Norwegians to introduce whaling into Japan. A number of Japanese companies have been started, and now a fleet of twenty-eight vessels is engaged in harpooning whales all round the coast. Most of these steamers were purchased from Norwegian owners in Newfoundland, as the whales, which were formerly plentiful in those seas, have now been almost all exterminated. Indeed, at the rate the Japanese are going, it is probable that the herds on the coast of this country will also disappear before long. The companies, we believe, have come to an understanding amongst themselves to use only twelve ships and lay the rest up as a reserve, or dispose of them by sale.

As to the whales caught, the flesh and blubber is sold for human consumption, and the best portions can be purchased in Kobe for about 35 sen a pound, though whale-flesh of inferior quality can be had for ten sen a pound, or even less, if it is becoming a little "high." The oil obtained from the sperm whales caught on the north-eastern coast is very crude owing to there being no proper facilities for refining along the coast. Most of the oil is boiled in ordinary cauldrons, a very primitive method according to Norwegian ideas. Consequently oil of this kind is not fit for export, especially through hot climates, where it is liable to ferment. By-products of the sperm whale are also wasted to a great extent. As a result of all this there is a great waste of labour, material, and time, and so the profits are not nearly what they might be were proper methods employed. Another factor which goes a long way to lessen the profits of the companies is that hindrance to the progress of the whaling industry caused by the over-staffing of the vessels. Whaling concerns employ a large number of managers, overseers, assistants, and clerks, to say nothing of directors and auditors—most of them more or less ignorant of the business—and many totally unnecessary. A general reduction in the staff all round would bring in much higher returns to the shareholders. A good whale will fetch between three and four thousand yen—sometimes even as much as five thousand yen.

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LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber yesterday afternoon. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Colonel Darling, Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. Henry Berkeley (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), Hon. Mr. F. J. Badley, (Captain Superintendent of Police), Hon. Mr. A. W. Brewin (Registrar General), Hon. Dr. Ho Kai, M.B., Hon. Mr. Wei Yee, C.M.G., and Mr. C. Clements (Clerk of Council).

ABSENT.

Hon. Mr. H. E. Pollock, K.C.
Hon. Mr. E. A. Hewitt.
Hon. Mr. H. A. Wade.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 3).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 13 to 17. It was agreed that they be referred to the Finance Committee.

DIVAN LICENSES.

With regard to the question of compensation to the licensees of divans, the Colonial Secretary made a statement which was inadequate at the present time.

His Excellency the Governor said that in connection with the criticisms which were made at the last Finance Committee on the vote for \$10,000 compensation to the licensees, he wished to remind the Council that on 11th March last he submitted to the Council the despatch from the Secretary of State, which referred to this subject. The Imperial Government proposed to close the whole of the divans at once as they originally announced and promised that they would receive compensation. It was also agreed to pay a substantial part of any loss which might accrue in this Colony through the carrying out of that policy. But they made this condition—that whatever compensation might be found to be equitable due to the holders of these licenses would be provided from Colonial funds. That was to say, the licensees should no longer have a renewal of their licenses during the current year. It was part of the arrangement made with the Imperial Government and by which we would receive a substantial part of any loss incurred by this Colony, and consequently we should obtain the bulk of the funds for the current year until the Firm contracts had expired on 31st March next. We could not repudiate our part of the debt and would claim the fulfillment of the policy of the Imperial Government. After referring to the speeches of unofficial members on this subject, His Excellency said he trusted that the Council would not desire it should be understood that he repudiated the views that had already been recorded and of which the Secretary of State had been informed.

ELECTRIC TRAMWAY.

The Colonial Secretary moved the following resolution:—

Resolved that the resolution regarding the running of workmen's cars by the Hongkong Tramway Electric Company, Limited, now known as the Electric Traction Company of Hongkong, Limited, passed by the Legislative Council on the 21st day of June 1906 be and the same is hereby rescinded.

Dr. Ho Kai asked whether the arrangement was on record and whether it was a binding thing on the company.

The Colonial Secretary said that the arrangement was on record in writing.

The resolution was adopted.

POSTAGE STAMPS.

The Attorney General moved, and the Colonial Secretary seconded, the first reading of a Bill entitled An Ordinance to demonstrate Postage Stamps bearing the Head of Her late Majesty Queen Victoria.

The object of the Bill is to authorize the demonetization of postage stamps bearing the head of Her late Majesty Queen Victoria.

The Bill makes the following provisions:—

From and after the 30th day of April, 1909, the use of postage stamps bearing the head of Her late Majesty Queen Victoria shall be discontinued.

After the said 30th day of April, 1909, any letter, newspaper, book, pamphlet, document, parcel, or other material whatsoever transmitted by post, stamped with a postage stamp bearing the head of Her late Majesty Queen Victoria shall be deemed to be not duly stamped.

Agreed.

ABOLITION OF DEATH SENTENCE IN CASE OF CHILDREN.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the law with respect to children and young persons.

The Colonial Secretary seconded.

The Bill provides for exemption from the death sentence of persons under sixteen, and provides other punishment in place thereof.

The Ordinance brings into force in this Colony the provisions of the Statute of Edward VII Cap. 67, S. 103 recently passed in England.

LARCENY.

The first reading of a Bill entitled An Ordinance to amend The Larceny Ordinance, 1865, was adopted on the motion of the Attorney General, seconded by the Colonial Secretary.

The Bill effects an amendment of The Larceny Ordinance, 1865, by the adoption of certain provisions in the Imperial Larceny Act 1901 (England).

PUBLIC HEALTH AND BUILDINGS.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Public Health and Buildings Ordinances 1903-1908.

Agreed.

LIFE INSURANCE COMPANIES.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Life Insurance Companies Ordinance, 1907.

The Colonial Secretary seconded.

The Bill passed the second reading and the Council went into Committee on the Bill.

CODE OF CIVIL PROCEDURE.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Evidence Ordinance, 1899.

The Bill passed the second reading and went through Committee.

WIRELESS TELEGRAPHY.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Wireless Telegraphy Ordinance, 1903.

The Colonial Secretary seconded and the second reading was carried.

The Council went into Committee on the Bill which passed through without amendment.

By permission of the Council, the Bill was read a third time and passed.

MERCHANT SHIPPING ORDINANCE.

The Attorney General proposed that the Council go into Committee on the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899.

The Colonial Treasurer said that none of the unofficial members except those representing the Chinese had seen or studied the new amendments and he proposed that consideration of the Bill in Committee be postponed.

PEAK TRAMWAY.

Council postponed Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

ADJOURNMENT.

The Council adjourned until Thursday, the 20th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

PUBLIC WORKS OFFICES.

A sum of five thousand four hundred and fifty dollars, in aid of the vote Public Works, Extraordinary, Extension of Old Stables to provide additional office accommodation required for Public Works Department.

PUBLIC WORKS DEPARTMENT.

A sum of two thousand two hundred and thirteen dollars in aid of the vote Public Works Department, Other Charges, fees, etc., for stocktaking of stores.

CONVEYANCE ALLOWANCE.

A sum of ninety dollars in aid of the vote, Medical Department, Institutes, Other Charges, Bacteriological Institute and Mortuary, conveyance allowance to bacteriological assistant.

COLONIAL SECRETARY'S OFFICE.

A sum of two hundred and seventy dollars in aid of the vote, Colonial Secretary's Department and Legislature, Other Charges, typewriter.

REPAIRS TO LAUNCH.

A sum of three hundred and two dollars in aid of the vote, Medical Department, A—Staff, Other Charges, Health Officer of Port, repairs to launch.

THE "INDRANI."

INTERESTING STORY OF SALVAGE OPERATIONS.

The Japanese papers have received from the Mitsui Bishi Shipbuilding Yard at Wada, Kobe, details of the salvage operations by which the British steamer *Indrani* (which stranded on the southern point of Mushima, an island off Bitchu Province, at 9 a.m. on the 14th ult., during a dense fog) was got off the rocks. On receiving an application from the captain of the steamer asking for assistance, Messrs. Shewan, Tomes and Co., Kobe, agents for the vessel, applied to the Mitsui Bishi Shipbuilding Yard, Kobe, to dispatch the salvage boat *Arima-maru*, which was specially built at the yard for such service. The salvage boat left Kobe on the night of the 14th ult., with experienced engineers and labourers, about 40 in number, on board. A strong wind accompanied by rain compelled the *Arima-maru* to take shelter behind Kurumajima, at the entrance to the new Hyogo canal. The wind subsiding somewhat, the *Arima-maru* got under way again the same night, and proceeded to the scene of the accident.

The damage sustained by the steamer at once investigated. The forepeak and the No. 1 hold were found to be full of water. About 50 feet of the hull between the forepeak and No. 1 hold was found imbedded in the rock and sand, and it was therefore impossible to fully ascertain the damage under the No. 1 hold, but the forepeak had sustained serious injury, while the bottom of the steamer was in a very bad condition. Fortunately the stern and engine-room remained intact. The vessel was drawing 10 feet of water at the head and 23 feet at the stern at high tide, and 4 feet at the head and 17 feet at the stern at low tide, while there was a list to starboard of about six degrees. Extra hands were obtained to assist the divers and the men brought by the *Arima-maru*, and operations were begun for the removal of the rock and sand on the 20th the steamer had become fixed. At the same time the discharge of cargo from the No. 1 hold, British stores, French salt, gunpowder and iron sheets, and raw cotton, was commenced. The hold being full of water, divers had to be lowered to remove the cargo. On the 20th the weather suddenly became threatening and a high sea was running. Despite the inclement weather, the operations were continued, though at considerable risk. At night there were indications that the weather would become worse, and precautions were taken against the threatened dangers. On the 20th the rain ceased and the sea went down.

In examining the No. 1 hold, a large hole was found on the starboard side, and a rock about 10 feet long was seen projecting above the floor of the hold. The salvage operations were now seen to be of a very difficult nature, and the plans were modified accordingly. Men were sent to Tadotsu to buy timber, which, however, proved difficult to obtain. After an exhaustive search throughout the night they succeeded in obtaining baulks and other timber required in the operations on the following morning, and an application for more carpenters was sent to the Mitsui Bishi Yard at Kobe. On the morning of the 21st three men arrived, and the ceiling of the No. 1 hold was removed, a temporary bulkhead being made and hastily fixed. Concrete for stopping the water in the forepeak was prepared and operations were continued without cessation day and night till the 23rd, when success appeared certain, but a few days more were required to get the vessel off. Rough weather being likely at any moment, the captain of the steamer hastened the completion of the work. In consequence further assistance was applied for at the Mitsui Bishi Yard, and the operations were pushed on with all possible speed. On the 24th three pumps were transferred from the salvage boat to the *Indrani*, and by the night of the 25th the work of repair was completed. At 4 a.m. on the 26th three pumps were started, and continued working until 3 p.m., when the water in the hold enclosed by the bulkhead was all pumped out, and the steamer began to float. By her own engines working, and with the assistance of the *Arima-maru*, the steamer was got safely off the rocks. She left Mushima for Kobe at 7 p.m. on the 26th day, under her own steam, escorted by the salvage steamer, and safely arrived in port at Kobe at 7.30 o'clock on the morning of the 27th ult.

Kowloon-Canton Railway.

PROGRESS REPORT.

DELAY IN CONSTRUCTION OF KOWLOON STATION YARD.

At the meeting of the Legislative Council, yesterday afternoon, His Excellency the Governor made special reference, in a speech of nearly an hour's duration, to the report (which we submit below) by the Chief Resident Engineer of the Railway on the progress of the works in connection with the Kowloon-Canton Railway. Most of his Excellency's remarks were concerned with the increased estimates, necessitated by the inclusion of works which had not previously been incorporated in the estimates. Even the estimate, as at present submitted, was doubtful and merely approximate. He commented upon the large estimated increase in the cost of the tunnel, and spoke at length on the subject of the delay required in the course of the line. His Excellency gave credit to Mr. Waite for his work in connection with the tunnel, and expressed the opinion that it would be finished by the end of the year, and the permanent way opened by May, 1910. The Governor afterwards referred to the stations *en route*, stated that the report of the Medical Officer regarding the health of the employees was very satisfactory and that the average number of coolies employed on the railway during the year was 3,244.

The report of the Chief Resident Engineer (Mr. Gravelly, W. Esq.), dated 31st March, 1909, on the Kowloon-Canton Railway (British section) is as follows:—

In presenting this report for the work done during 1908 which includes an estimate for the completion, I would first make a few general remarks with regard to the progress and cost of the work going more into detail under each main head of the estimate afterwards.

Good progress has been made everywhere with the exception of the reclamation of a site for Kowloon Station Yard, but arrangements are being made whereby it is hoped that the delay in the completion of this work will not interfere with the opening of the line for public traffic. Elsewhere, especially in Beacon Hill Tunnel, the work has been carried out at a very satisfactory pace. The heading driving in the big tunnel will be finished fully six months ahead of the time specified in my last annual report, but I do not think it likely that the date specified in that report for public traffic (May, 1910) can be altered.

In the New Territories the appointment of two native assistant doctors, one at Sha Tin and the other at Tai Po, as well as the better medical and sanitary arrangements made during the year, have greatly facilitated the good progress made. The Railway Medical Officer's report shows very plainly how much benefit has been reaped by these arrangements which, though in some cases rather costly, have in every case considerably warranted the expense incurred.

At Tai Po the staff suffered rather severely during the last six months of the year. Hardly a week went by without one or two of the European foremen being down with fever for two or three days at a time. Notwithstanding this, however, the progress there has been very good, both in tunnel work and bridgework.

Turning now to the cost of the railway which is given in a summary at the end of this report, column C gives the figures of Mr. Bruce's estimate. Column D gives the estimated cost of works as per last year's report. It is impossible to arrange that the first estimate should contain every thing required for the railway without unduly delaying the publication of that estimate.

The total actual expenditure to date is given in columns I and J and the total estimated to complete in columns K and L and the sum of these represents the total cost of the railway given in column M.

LAND.

The figures for land remain as in last year's annual report, and cannot be regarded as an exact estimate, since certain matters in regard to resumption, and the proportion of cost to be borne by the railway are not finally decided. The amount paid during the year was mainly for purchase of land at the south-east corner of Kowloon Peninsula commonly called Black-head's Point.

EARTHWORK.

Under this heading the progress was good with the exception of the reclamation of a site for Kowloon Station Yard which is the hands of European contractors. Up to the end of December, 1908, when 60 per cent. of the contract time had elapsed, 2.65 feet out of a total of 4.300 feet of sea wall had been completed to full section and only about 40 per cent. of the quantity of earth in reclamation had been filled in. However, these percentages do not give a fair basis to calculate the time of completion as the progress now is better than during the first six months.

The hill foundations between Hung Hom and the South Face of the tunnel are giving trouble, and the cost of the work is being increased in several places where the hard ground is very far below the surface, embankments are sinking in fast causing the ground to settle up all round. The movement of the ground is affecting some of the bridges which have cracked in consequence. However, there is a surplus of excavated material from the cuttings to make up the subsidence and I expect that by the time the line is ready for public traffic, equilibrium will have been established and the subsidence reduced to a very small amount.

North of the range of the hills the earthwork has progressed in a satisfactory manner. The work has exceeded the estimate in both quantity and hardness. The interior of some of the big cuttings near Lok Lo-shan turned out to be much harder than was expected. The composition of the rock is quite different from the granite usually met with in Hongkong; the majority of it is more like a greenstone or whinstone, very hard and brittle and difficult to drill through. In order to make the requisite progress the rates had to be raised for some of the cuttings. The large cutting north of Tai Po will probably be the last on the line to be finished. This cutting is carried through an enclosed valley at 17 feet lower than the surface of the valley. A very large amount of sub-soil water will have to be dealt with which will require rather larger drains than usual.

Nearly all the slopes exposed to the action of the sea have been protected by stone pitching and above this turfling has been done to protect them from the wash of heavy rain.

The cost of sea wall between Granville Road and water outfall and Black-head's Point and also the cost of certain works required for the safeguarding of the railway in the big cutting near Hung Hom are now included in this sub-head (earthwork) and covered by savings on the general work. The Consulting Engineer has been continually expressing an opinion that such a deep cutting as that at Hung Hom is not safe in soft material and now that the interior of the hill has been exposed and found to be of a soft friable nature certain works have to be carried out so as to avoid slips during heavy rain which might endanger the traffic.

TUNNELS.

The first tunnel near Yau-mai was driven and fully finished during the year, and only the masonry facing remains to be put on.

Beacon Hill Tunnel which is the largest work on the line is a very good progress during 1908. Up to the end of 1907 the headings from both sides had been driven a total of 2,100 feet from the permanent faces. This represented practically one year's work. During 1908 another 3,544 feet was driven making a total of 5,644 feet altogether, of which 3,528 was driven from the south and 3,116 from the north side. The difference in distance driven was due to a large extent to the length of 500 feet driven both ways from the shaft at the north side. In other respects the progress was fairly even on both sides of the hill. The material through which the heading was driven at the south side, however, was much more variable, in some places wet, running sand being met with, which added greatly to the expense and caused considerable delay.

The soft rock extended much further into the hill on the south side than on the north side, and this necessitated the heavy section of lining being carried much further than was estimated for.

Work was carried on night and day continuously all through the year with the exception of a stoppage of about ten days early in April at the north side to fix the cage in the shaft and in the end of July and the beginning of August the typhoon damaged the coolie sheds so much that the coolies all ran away and in consequence the work stopped for nearly a week. Not counting these stoppages but taking into account that work was carried on at six faces (two extra from shaft at north side) during the five days, the average daily progress was 147 feet 4 inches against 197 per day per face for 1907.

During 1907 a total length of 465 lineal feet of heading was widened out to full section of tunnel and lined and during 1908 a length of 2,940 feet making a total of 3,405 feet. Of this total a length of 2,730 feet was lined to the full heavy section of brickwork.

The balance of 675 feet was left unlined to see if it would be safe to leave it without support. It was decided, however, in view of the constant change in the nature of the rock, that this would be rather dangerous to a thin skin of rock breaking loose with the vibration of the trains and falling on to the line.

During the year it was found difficult to keep sufficient men on the work to make the widening out keep pace with the heading. It is hoped that when the headings meet there will remain not more than 2,500 feet of widening to do which should take about six months.

The cost of the tunnel-driving was very much reduced during 1908 due to better organization and the use of coolies getting more trained in the work. The estimate, however, was very largely exceeded in this item. The average cost per lineal foot of heading, enlarging and brick lining during the year was \$10.49, \$14.08 and \$13.34 respectively. Up to December, 1907, the figures were approximately \$14.00, \$17.50 and \$12.00 respectively per lineal foot.

It is a very difficult thing to give a price for completion of this tunnel. With the constant variation of the rock and liability to sudden rushes of water the cost may vary as much as 50 per cent. per lineal foot between various months.

In the estimate for the completion I have allowed rates less than the average for the whole of last year as the costs during the year showed a fairly steady decrease.

The central part of the tunnel though it cannot be left altogether unlined can have the thickness of the lining very much reduced and a saving made in brickwork quantities compared with the outside lengths.

A rough estimate for the completion is:—

Lining shaft at north side,	6,000
Heading driving,	105,000
Widening out,	500,000
Lining,	415,000
Depreciation of plant,	100,000
	\$1,120,000

This brings the total cost of the tunnel to \$3,000,000 or \$3,100,000 more than my estimate of 1907.

This great increase above the estimate is particularly due to the unusual hardness of the rock met with.

The unusual hardness of the rock came as a great surprise. The interior of the hill consists of quite a different class of rock from that usually met with in the Colony. It is not the same kind of granite at all. In places it combines great hardness with the addition of numerous faults and cracks which causes the drills to jam. The quantity of explosives used is very great compared with other tunnels and this above all other causes, makes the greatest difference between the estimated and actual cost.

In September, 1908, the south face heading reached such hard rock that the consumption of dynamite reached thirty pounds per foot run which was about three times what was estimated. This increase applies both to the heading and the widening and shows how misleading comparisons with tunnels in other parts of the world were. This hard rock has continued almost continuously at the south face, but not quite so badly at the north face.

The great hardness of the rock necessitated very large gangs of blacksmiths to keep the drills sharp and also caused much greater wear and tear on the rock drills than was estimated for.

When writing my last yearly report I also had hopes that it would not be necessary to line the central portion of the tunnel except with a light flying arch and probably not even that. However, owing to the hard and massive nature of the rock it is necessary to build side walls from which to spring the arch for the roof as a good bench cannot be dressed in the rock. The back of the tunnel is liable to shake loose and come down with the passing trains. Any such accident would be very serious and the risk is not worth the saving obtained by leaving the tunnel without lining.

Damages done by typhoons were originally charged to a separate unestimated sub-head, but afterwards this damage was charged against the works concerned which was chiefly Beacon Hill Tunnel.

In building a railway, especially in a mountainous country, the expenditure under this heading is almost invariably underestimated. It is impossible even on a year's survey to decide what bridges are necessary to carry the water off and it therefore happens that many minor bridges are converted into major bridges and in places new minor bridges added. It very seldom happens that a bridge can be cut out altogether.

In the present case it will be noticed that there will be a large increase under the sub-head of major bridges. This is due to the fact that the number of major bridges has been increased and excess so caused will not be covered by the saving on those originally estimated for.

Under the heading major bridges, only two remain to be started, namely, Gascoigne Road Bridge in Kowloon Station Yard and a large River Bridge near Tai Po. The first of these has been very much increased in size above that estimated for and excess expenditure amounts to \$40,000 on this bridge alone. This bridge carries the Vaux and Gascoigne Roads over the railway and will be put in hand soon. The increase in size referred to is necessitated by the fact that to avoid a right-angle bend these roads must form junction on the bridge. The River Bridge at Tai Po will also be started in the near future. It has been decided to put this bridge in the bed of the present river, instead of diverting the river through a new channel.

This will add considerably to the cost of the foundations, but I have to be on walls sunk about 25 feet into the bed of the river.

The bridge across the Fan Ling Sub-division caused by the under-ground movement started when the heavy banks approached the end of the bridge, and caused a slight settlement of the money paid under this sub-head. I do not anticipate any serious expenditure from this cause except in the case of Bridge No. 4, a four span arch bridge on a high bank in the Kowloon Tai Valley. This bridge was under construction for nearly a year before the bank collapsed. The matter is now in the hands of the Consulting Engineer, but as the movement of the banks on either side is still considerable it may be necessary to dismantle the bridge and carry the foundations down on walls to the rock which is between thirty and forty feet below ground.

The bridge across San Chun River has been altered from that originally estimated for. The ironwork is now being made for double line girders in order to carry a double line at the junction between the two sections.

The saving under minor bridges will, I hope, be about \$5,000. The saving is due to a certain extent to the fact that bridges have been altered from minor to major owing to the plans being increased. Against this must be put the fact that several bridges have been added for future road extensions near Tai Po as well as for waterways. These still remain to be started a bridge to carry a new road over cutting No. 1 running between Hung Hom and the Steam Laundry. This cannot be begun until the work on the cutting is further advanced. Very little now remains to be done on other minor bridges.

In almost every case the foundations of both major and minor bridges proved more difficult than usual. The labour was very bad especially the kind of labour required to put the timber in the excavation. A large amount of piling had to be done as well as pumping which was very costly, as owing to the bad climate it was extremely difficult to keep good fitters and such skilled labour on the work.

The bridges on the Fan Ling Sub-division which, however, were chiefly minor, cost more than I originally estimated owing to want of facilities for transport and the fact that the local labour proved itself entirely unable to do the work. Coolies had to be imported and materials built for them. It was also decided to burn bricks locally with coal as the ordinary Canton brick was not good enough for the purpose and stone was not available. Very good bricks were burnt but the cost was great, but not to great as imported stone. Indians had to be brought from India to load and fire the kilns as the Chinese did not know how.

There is a slight excess shown in culverts but again it is impossible to judge the future expenditure. The village who owns land near the line of railway has a habit of saying nothing if the railway bank cuts off the irrigation water from his land. In one or two cases he has waited for two years and then asked that all his land should be bought. The methods of irrigation are very complicated and it is sometimes difficult to determine whether or no the railway bank really cuts off the water.

TELEGRAPH.

Under the main head of telegraphs some work was done during the year. The posts were put in place for about five miles at the southern end of the line.

In my estimate I placed the rates for ballast very high compared with railways in other Eastern countries in anticipation of excessive prices due to combination. My estimate for top ballast is \$600 per hundred cubic feet. I hope to get it broken for less than this amount. Small quantities have been broken at \$3, 0 per hundred cubic feet but no large contract can be let at this rate as whenever a large quantity is mentioned the contractors raise the rates.

At the commencement of the work I went into the question of the advisability of using mechanical stone crushers. There were several in use in the Colony at that time in the Naval Yard Extension Works and Quarry Bay. The conclusion arrived at from information given me was that stone crushers only pay when time is an object and that they are no cheaper if the collection of large quantities of ballast can be spread over a long period of time.

A contract was let for sleepers (Australian) which was cheaper than the estimate though the present low exchange will not make the saving as much as it might have been. About 25 cents per sleeper will be saved making a total of \$15,000. A contract has also been let for the rails, but in the absence of any details it is impossible to say if there will be any saving under this heading.

STATIONS AND BUILDINGS.

Very little has been done during the year under this heading. The expenditure shown was incurred on Tai Po. A sum of \$15,000 for a length of 350 feet was allowed in the estimate for this, but this sum will be exceeded by about \$7,000 as it has been decided to run the jetty out into much deeper water than was at first thought necessary, being an extension of 200 feet. There will now be ten feet of water at low water spring tide. The passenger traffic to Sha U Chung is expected to be good and this jetty will accommodate large launches.

It has been decided to make two flag stations which are not allowed for in the original estimate. One of these is close to Tai Po New Market and should prove to be very much frequented. The other is to be at Lofo on the British side of the frontier river.

It is proposed to treat these flag stations as experiments and to put up only a cheap temporary building. If the receipts warrant it, a more permanent building can easily be built afterwards with savings, etc., for passenger traffic. For reasons of economy it has been decided to have only very low platforms at Sha Tin, Tai Po, and Fan Ling Stations. High platforms

forms necessitating expensive foundations are costly and as a rule represent the heaviest item in a station estimate. The car track is being designed so as to be easily raised from both the high terminal and the low way side station platform. The saving that may be made, I hope, the extra cost of the Tai Po jetty and the two new flag stations.

Under the sub-head of Workshops the expenditure has been increased up to date. It has, however, been practically decided to erect a small workshop in Kowloon to keep the rolling stock of the British section in repair. The total cost of this shop with its tools and plant, etc., will be about \$120,000.

PLANT.

There was some expenditure under the sub-head "Construction" during the year; a good deal of two foot gauge tramway and trucks was purchased as well as metre gauge stock for construction of the tunnel.

An indent has gone home for some of the permanent rolling stock for the line. One locomotive has been ordered and one more will be ordered shortly but it is not expected that payment will be made for these before 1910.

The underframes for eight carriages are on order. It has been decided to build the wooden superstructure locally and take advantage of the cheap labour and timber.

Eighteen waggon have also been ordered, twelve of which are of the long bogie type and six short ones. It is proposed shortly to order thirty more short trucks and a couple of goods brake vans.

GENERAL CHARGES.

THE MACAO BOUNDARY.

Under date Shanghai, 10th inst., "A Portuguese" writes in the N. C. D. News as follows:—
The agitation on the part of the Chinese against Macao as a Portuguese possession does not appear to have yet spent its force. On the contrary, it is still going on, although somewhat quiescent during the last few days. It is now, to all appearances, no longer the question of the delimitation of the Portuguese Colony's boundaries that the Cantonese, contumacious by the Peking Government, have in view to discuss, in order to find an amicable solution. It is now a plain language, China is trying to find excuse for its action, and is trying to find a way out of the situation, as much as possible, of the Macao, and even to wrest the place from the hand of Portugal.

It is said that the Imperial Government is inclined to adopt the views of the people and gentry of Canton, and consequently to deal firmly with the Portuguese. Such a design is ominous and taken in conjunction with the report that the Imperial Government proposes to question or punish the officials who concurred in the Treaty with Portugal, the legitimate conclusion is that there is something sinister lying behind them. One feels instinctively that the repudiation of the Luso-Chinese Treaty is contemplated.

On legal grounds, Portugal's position is quite untenable. In Art. II of the Treaty dated December 1, 1887, between Portugal and China, the Ratifications of which were exchanged at Peking on April 28, 1888, we read:—

"China confirms in its entirety the second article of the Protocol of Lisbon, relating to the perpetual occupation and government of Macao by Portugal."

The second article of the Protocol of Lisbon, dated March 1887, is to the following effect:—
"China confirms perpetual occupation and government of Macao and its dependencies by Portugal, as any other Portuguese possession."

This recognition of Portugal's sovereignty over Macao and its dependencies is absolute. The article that follows whereby Portugal bound herself "never to alienate Macao without previous agreement with China" speaks only of a contingency that might arise in the future.

An international fact confirming such a recognition as stated above is by its nature and by its very letter to last (ever) in perpetuity. It cannot be abrogated. Only stipulations regarding tariff and commercial articles, which appear in this instrument, being transitory in virtue of their nature, may be subject to revision; and these matters are disposed of by Art. XLVI, which reads thus:—

"It is agreed that either of the High Contracting Parties to this Treaty may demand a revision of the Tariff, and of the commercial articles of this Treaty, at the end of ten years."

It is thus seen that the Luso-Chinese Treaty is not to be torn up at the bidding of the Cantonese, and that Portugal stands firm on her rights.

Let me here say a few words regarding Macao and its dependencies. When the above Treaty was signed twenty-two years ago by Senhor Thomaz de Souza Roxo, on the part of Portugal, and by Prince Ching and Sun I-mo, on the part of China, our occupation of Macao included the whole of the small peninsula up to the barrier erected to the north by the Chinese Government, to indicate, besides, we were also in effective occupation of some islands in the neighbourhood. These territories must, therefore, have been in the minds of the Chinese Plenipotentiaries when they set their seals to the Treaty, in which the main provision of Art. II is attached the following additional clause:—

"It is stipulated that Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries, which shall be determined by a special convention, but no longer as the delimitation of boundaries is not concluded, everything in respect of them shall continue as at present, without addition, diminution or alteration by either of the parties."

Regarding the territorial waters the Chinese deny that we have any. But by reference to the Commercial Treaty between China and Portugal signed at Shanghai in November, 1904, one will find "waters of Macao" expressly inserted in its Art. IV. This Treaty, it is true, still requires to be ratified, but I may say, subject to correction, that for all practical purposes, it appears to be in force. In such an important matter, however, the principles laid down by publicists are very explicit.

Therefore, from historical records, from the facts of long and effective occupation, from the existence of an international pact, in which pledges are solemnly given, and having in view the Law of Nations, every one with an unbiased mind, will find that China's attitude in this question of the Macao Boundary is entirely indefensible. She will act more in conformity with her pledges, if she will proceed to the delimitation on the basis indicated in the additional clause (Art. IV), referred to above, i.e., Macao as it was in 1887, "without addition, diminution or alteration." And, should China come to terms with Portugal on this basis, and co-operate with us in the efforts we are making for the regeneration of this first link in the relations between the West and the Far East, she will also act more in conformity with her best interests, as, commercially speaking, Macao will always belong to her almost exclusively.

COTTON FARN.

BOMBAY-CHINA TRADE.

At the annual meeting of the Bombay Mill-owners Association held in Bombay on April 9, Mr. Fazlulhai G. Ebrahim described the prospects regarding the development of the Bombay-China cotton trade in the most glowing terms. He said that notwithstanding the rapid multiplication of mills, and the important internal demand, the China market was a big factor in the prosperity of the Bombay mills. The demand from the Far East was showing a resilience which was a great source of strength. Last year the shipments of yarn to China increased by 7.22 per cent; nevertheless the year closed with the unusually small balance of 27,000 bales in stock, and a demand from all quarters which gave promise of an even better trade during the season now in progress. He estimates that there was scope for shipment of fifty thousand bales more than the supply is likely to fall short of the demand owing to the excellent harvest and the liberation of money formerly wasted upon opium. It was not long since the China market was regarded as a valuable one for Bombay. It was now certain that with the development of that huge Empire by means of railways, and the increase in the purchasing power of the people through the emancipation of the opium habit, Bombay could find a profitable field for yarn and cloth in China for many years to come. Of course the competition of Japan as well as the growth of the indigenous industry would have to be faced. But Japan is straining her labour supply so hard, and the cost of living is increasing so rapidly, that Bombay need not be over-anxious regarding competition from that quarter, provided her business machinery does not fall behind.

DEATH OF CAPT. J. JOSLIN.

HERO OF "SINAN" PIRACY.

Much regret will be felt at the news of the death of Mr. Joseph Joslin, second officer of the s.s. *Zofra*, which took place at the Government Civil Hospital yesterday. Mr. Joslin was admitted to hospital at 3.15 p.m. on the 10th inst. and died the same day of heart apoplexy. The late gentleman will be remembered as the hero of the *Sinan* piracy on the West River. It will be recalled that on the 13th July, 1906, while on a voyage from Kankow to Wuchow, the s.s. *Sinan*, commanded by Capt. J. Joslin, was seized in the murderous attack on the passengers Dr. R. J. J. Macdonald was killed and Capt. Joslin so badly wounded that he was left for dead by the pirate. The wounded Captain was brought to Hongkong and an operation successfully performed for the extraction of the bullet which found a lodgment in his right breast. Capt. Joslin was highly commended for his admirable pluck in not abandoning his post even though so seriously hurt. Upon leaving Hospital, Capt. Joslin proceeded on home leave and later left the river service to accept an appointment on board a Coaster. It is to be regretted that his career should have been cut short in the very prime of life, for Mr. Joslin was only 48 years of age when he died. He had a splendid constitution.

The funeral took place at Happy Valley this afternoon.

INTERPORT CRICKET.

HONGKONG'S INVITATION TO SHANGHAI.

Mr. R. N. Anderson, Hon. Secretary of the Shanghai Cricket Club, has received a letter from the Secretary of the Hongkong Cricket Club, inviting Shanghai to read down to Hongkong an Interport cricket team early in November of this year. A similar invitation has been extended to the Straits Settlements, so that there is every prospect of a triangular contest taking place in Hongkong in the autumn. The last occasion on which Hongkong, Shanghai and the Straits were opposed to each other in Interport cricket was in the autumn of 1904 at Hongkong, when the Straits (116 and 332) beat Hongkong (155 and 110), Hongkong (275 and 100 for 6 wickets) defeated Shanghai (239 and 151), and the Straits (93 and 190) beat Shanghai (118 and 113).

JAPAN SUGAR COMPANY.

NEW DIRECTORS AND AUDITORS APPOINTED.

At three o'clock yesterday afternoon, reports the *Kobe Herald* of 28th ult., a general meeting of the shareholders of the Dai Nippon Sugar Refining Company was held at the Nippon-bashi Club, Tokyo. At the request of the shareholders, Baron Shibuya was consented to assist in the adjustment of the Company's affairs and appointed Messrs. Fujiyama, Tanakawa, Nakamura (also an ex-director) as Directors, and Messrs. Soshida and Onabara (a member of the Adjustment Committee) as auditors. The two ex-directors were appointed to the Board by the Baron on the understanding that they are to be replaced by new directors when the remainder of the Board have become thoroughly acquainted with the affairs of the Company. Baron Shibuya also stated that he would appoint another auditor when he had found a competent man for the position. The *Japan Press* tabulates as follows the directors which have so far been made in connection with the Dai Nippon Sugar Company:

Actual members	Former	Totals
Seiyu-kai.....10	2	12
Progressive....2	2	4
Daido Club....4	2	6
Directors of the Company.....	6	6
Grand Total.....	26	

The charges against the directors are, three, namely, fraud, falsification of private documents and misappropriation of funds. To be more particular, the charge of fraud means that the directors invented false pretences for using the Company's money while really diverting it to their own purposes; charge of falsifying private documents means that forged receipts and accounts were put in to explain the use of money, and that powers of attorney also were forged; while as for the accusation of misappropriation of funds, it refers to representing as profit a sum of ¥850,000 which should have been shown as loss. The *Mainichi Dempo* quotes a judicial authority as explaining that the newly enacted Criminal Law adds very materially to the penalty payable by a member of the Diet for the sin of bribery and corruption. According to the old law the maximum punishment was a year's major imprisonment, whereas according to the new law the minimum ten. The punishment has also been greatly increased in the case of duplicated crime, but it does not appear that any instance falling under that heading can be added in the case of the 20 members now in custody. "Three years' major imprisonment would be a terrible sentence in the case of men occupying such positions, and the probability is that the sentences will be considerably longer than the minimum limit."

NORTH GERMAN LLOYD.

The annual report of the North German Lloyd at Bremen states that the freight traffic on the mail line to the Far East has during the whole year been satisfactory; only on the outward line was there sometimes lack of cargo. The traffic on the Australian mail line underwent no change. The Bangkok line has involved considerable expense owing to the rate war with the Nippon Yusen Kaisha, but since the settlement of the difficulties business has improved considerably. The Indo-China coast service showed satisfactory results as regards cargo, but the line between Singapore, Borneo, and the Philippines and the Sumatra service. The Celebes-Malacca service suffered from Chinese competition, and owing to the failure of the Yangtze service, thorough-going changes are contemplated. The report also calls attention to the fact that the increase of the Imperial subsidy by £25,000 annually for the maintenance of a service every eight weeks between New Guinea and Singapore, and a service every four weeks between New Guinea on the one hand and Japan and Australia on the other has been accepted, after having been rejected last year by the Reichstag. There are only two steamers in construction, the *Drill* and *George Washington*, which are to be delivered in the course of this year. With these the expansion of the company, which caused it bad financial position, comes to a standstill. For the payment of these new constructions the company has come to an arrangement with the Government.

BOILERMAKER'S LOVE AFFAIRS.

WHAT HAPPENED WHEN HE MET THE GIRL OF HIS HEART.

Ho Man, a boilermaker, made a serious mistake the other day, for which he is sorry now. On Monday last, while he was out for a stroll along Woosung Street, Yau-mat-ti, he met a rather nice-looking girl walking in the same direction. The girl was well dressed and carried much jewellery on her person. At the very sight of the young creature Ho seemed to have gone astray. He pulled himself together, arranged his jacket properly so as to appear beautiful, and, edging up quite close to the girl, coughed loudly. His attraction looked around, but paid no notice to the sweet eyes thrown at her. Again Ho coughed, this time a trifle louder, and again he twisted his face in order to show his eyes. But the girl continued ahead. Finally, becoming desperate, the young swain walked up to the girl, and in a most loving fashion, ran his hand up the side of her cheek. That did it. The girl's earring was knocked to the ground, the jade-stone drop parted and smashed as it struck the street. Then followed ear-plucking, screams, a crowd collected, and the boilermaker was soon made a prisoner. On Tuesday, he was charged before Mr. J. H. Kemp with assault and doing malicious damage to property, on which charges he was convicted. He was fined \$3 and ordered to pay the complainant \$3 compensation, and furthermore he was bound over to keep the peace for six months.

FOREIGN TRADE MARKS

IN JAPAN.

PATENT BUREAU DECISION.

A decision of the Patent Bureau is published in the *Official Gazette* of the 28th ultimo in a protest lodged by Messrs. Redway & Co., Manchester, England, against the refusal to register as a trade-mark the words "Camel Hair" on a bell. The petitioners maintained that the trade-mark in question was a bell of the brand "Camel Hair" brand of bell. It did not mean bell made of camel hair, the words "Camel Hair" were merely a distinctive name, and this was indicated by their being enclosed within quotation marks. There was no bell made of camel hair, and it could not therefore be taken as a common name. In England, Japan, and other countries the words "Camel Hair" used in the trade-mark in question were generally recognised as meaning bell exclusively made by the petitioner firm. This would show that the trade-mark in question was not a common name in denoting goods made of a certain material. By the decision awarded in England and other countries the petitioner firm held the right to use the words constituting the trade-mark in this case exclusively on the bell made by them, and it was generally acknowledged by the Japanese that the name was applied exclusively to the bell made by the petitioner firm.

In dismissing the petition, the authorities explain that according to an explanatory statement filed on September 10, 1908, it is evident that the trade-mark in this case is used with canvas, the exterior being painted. Even though the words "Camel Hair" are distinguished with quotation marks, they denote the quality of a certain class of goods, and the words are customarily used in commerce in that sense. The trade-mark in this case, therefore, comes under the category of No. 6 of Article II. of the Trade-mark Law, and the examiners were upheld in refusing to register the words referred to as a trade-mark. (*Japan Chronicle*)

ENGLAND'S DEFENCE

OF OPIUM.

THE RECENT INTERNATIONAL CONFERENCE.

England, with a disinclination to part with an industry that nets the Government of India some \$20,000,000 annually, and employs over a million and a half cultivators, appears to have overbalanced the combined influences of Japan, Siam, Persia, Russia, Germany, France, Holland, Portugal, Turkey, and the United States in the recent international opium conference at Shanghai. The conference is the work of the British Government, and is an almost entirely British affair. The conference was proposed by the United States, and its object was to arrive at a definite suggestion of measures which the respective governments might adopt looking to the gradual suppression of opium cultivation, traffic and use within their Eastern possessions, thus assisting China in her purpose of eradicating the evil in the Empire.

That little was accomplished outside of the endorsement of beneficent resolutions is looked upon by the New York *Post* as "a sad disappointment," and the *Harvard Courier* believes that the report of the British Government "that the practice of smoking opium when indulged in with moderation is 'relatively harmless' is bound to make a stir if not a stench in the world." "The one thing that prevents a general movement that might be effective in the Indian trade and its relation to Indian revenues," says the *Chicago Record-Herald*. "The New York World" discusses thus the now world-wide movement against opium:—

"For years the United States has been pestered by opium-smuggling on the northern frontier. The annexation of the Philippines brought many users of the drug under our control and endangered the United States. In 1902, some of the British Convention 'an almost complete prohibition' was proposed to arrive at a definite suggestion of measures which the respective governments might adopt looking to the gradual suppression of opium cultivation, traffic and use within their Eastern possessions, thus assisting China in her purpose of eradicating the evil in the Empire."

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S.S. "HELIOS" ASHORE.

OFF HAINAN HEAD BANK.

The master of the steamship *Helios*, which arrived in port last Sunday, reported that the Norwegian steamer *Helios* was ashore on the Hainan Head Bank. The German gunboat *Luchs* was standing by. The *Helios* has since been refloated, the gunboat *Luchs* returning to Hongkong later. The *On Sang* experienced fine weather throughout her trip from Hoagay.

AN AMUSING ERROR.

HOW A DETECTIVE CAME TO BE "ARRESTED."

Someone blew a police-whistle in Des Voeux Road Central the other night. In a short while a large number of people were scampering in the direction from whence the sound came. Around a certain house the crowd gathered and keen was the excitement when the news got out that a robber, "who was still in the house," had been seen removing certain parts of the machinery from an engine. The man who had blown the whistle entered the building very cautiously, while the multitude outside waited eagerly for events. The "robber" had not been away a minute, when a burst of police-sergeant's way through the crowd, rushing boldly into the house. He saw in the gloom the figure of a man moving about the house. The sergeant waited a while and no sooner had the man got within reaching distance than he seized him, and rushed him out of the premises. The Chinaman protested; the sergeant was certain he had secured the right man, and it was not until they were half way to the station that the sergeant discovered that he had in custody one of his own plain clothes men.

JUNK WRECKED.

REPORT BY CAPTAIN OF "TSINTAU."

Captain F. Bucking, of the German steamer *Tsintau*, which arrived in port last Monday from Bangkok, reports having passed a junk just nine miles off Old Light House. The junk's craft was observed at about 7 a.m. on the 6th inst.

OPIUM IN SEATTLE.

EFFECT OF EXCLUSION LEGISLATION.

The *Seattle Post-Intelligencer* says:—The new federal statute forbidding the importation of opium prepared for smoking is now in effect. Just previous to the new law becoming effective the customs authorities sold at public auction a quantity of this opium, which had been seized from smugglers. Previous to this time the retail price of smoking opium in the Seattle market was \$16 a pound. Yet that which was sold by the government at auction brought as high as \$47 a pound. This sale fixes the minimum price at which smoking opium will probably be sold hereafter in this country, and gives some idea of the margin that there will be for smugglers. It is safe to say that the margin will be something approaching \$30 a pound.

Opium-smuggling was a thriving industry when the tax on the smoking variety was \$50 a pound. The industry almost vanished when government reduced the import duty to one-half. With an abate of prohibition, and with the smuggler's margin of profit jumped up to at least \$30 a pound, it will probably revive and flourish again.

One advantage which is now possessed by the federal authorities in the attempt to keep smoking opium out of the market is in the changed attitude of Canada on this subject. Formerly there were several factories in British Columbia engaged in preparing opium for smoking. It was from these factories that the smugglers secured all of their supplies of raw material. Now these factories, and the smugglers will no longer have this cheap and easy source of supply.

If there is honest co-operation between the authorities of the United States and Canada it may be possible to keep smoking opium altogether out of the two countries, but with the enormous profit that there will be in smuggling it is safe to say that the authorities of the two countries will have their hands full in the attempt.

GERMAN CRUISER EXPECTED.

The German cruiser *Scharnhorst*, from Kiel, arrived in Colombo on April 29. She is a four-funnelled vessel of 9,212 tons gross, carrying 32 guns, commanded by Capt. Leo Masge. On arrival she exchanged salutes with the shore battery and was to sail for China after about a week's stay in port. She receives 200 men from the *Furt Bismarck* and is going to take her place in the Far East.

FIRE AT RAUB.

SEVENTEEN SHOP-HOUSES DESTROYED.

A correspondent sends us some further details of the fire at Raub on Monday, 26th April, which was briefly announced in yesterday's issue.

It appears that seventeen shop-houses in the main street were completely destroyed. Among these were the premises of Messrs. Ngoo Hup and Co. Mr. Ngoo Hup, our correspondent states, estimates his loss alone at over fifteen thousand dollars.

Every effort was made by the European officers, especially Mr. Goldthorp, the P. W. of Police, and Inspector Smallwood, of the Police. Owing to the insufficiency of the water supply, however, nothing much could be done.

The origin of the fire is not stated.—*Malay Mail*.

MAGDEBURG FIRE INSURANCE COMPANY.

THE PAST YEAR'S WORKING.

We have received from Messrs. Bander-Wieler & Co., the local agents for the Magdeburg Fire Insurance Company, a copy of the general account of the Company for the year ending 31st December, 1908. The income for that year is as follows:—

Premium Reserve from 1907	444,546	16
Reserve for Losses outstanding	130,771	6
Premium Income in 1908 less		
Retains	1,470,515	19
Accessories Contributions of the Insured as Policy and		
Writing Fees	7,510	3
Interest and Rents	43,334	3
Gains by sale of Securities	64	13
Provision for different purposes	57,000	0
Commission on Mortgages	90	0
	1,646,437	7

THE SHANGHAI ALHAMBRA.

The Shanghai Alhambra, concerning which so much has been heard of late, formed the subject of two special telegrams from our Shanghai correspondent last week. Writing on the 3rd inst., the senior journal makes the following editorial comments on the recent raid:—It is not surprising that the chief topics of interest in the Settlement during the past two days should have been the raid that was effected at the Alhambra on Friday afternoon, and the probable outcome of the Municipal Council.

It will be seen that the actual course of events was decidedly less highly coloured than some of the stories that were in circulation. The police were careful to visit the Alhambra at a time when their intervention might be expected to cause the least possible disturbance, such resistance as was offered to them would appear to have been more a matter of form than anything else; and beyond the removal of the roulette wheels, the amount of damage done to the premises was practically nil. In point of fact, however, the gravity of the trespass is not to be disguised by any means that could be adopted to lighten the immediate results of its commission; and although gambling was continued more or less usual on Friday night, the Council's intention was sufficiently explicit to convince the proprietors of the establishment that it would be as well to suspend operations until the wishes of the Spanish Minister at Peking should be made known.

The boldness of the step, upon which the Council had decided to bring this long-standing scandal to a head, is accentuated by the fact that the Spanish Consul-General is now absent from Shanghai; and that in his absence, the Austro-Hungarian Consul, who represents Spanish interests in the time being, would not feel justified in granting the warrant, the refusal of which by his absent colleague had been for so long a time a subject of notorious complaint. It would be idle to attempt to deny that the Council has acted entirely ultra vires in thus taking the law into its own hands. That fact must be at least as plain to members of the Council themselves as to any disinterested spectator; and in view of the possibility of proceedings being taken, either in the Court of Consuls, or against the Police, it would be scarcely permissible to comment further upon the episode. But the very deliberation with which the raid has been planned and carried out is evidence that the authorities were prepared to risk the consequences of their action in view of the complicated circumstances of the Alhambra scandal. The resolution which was passed at the Ratepayers' Meeting, whereby the Council was unanimously authorized "to take such steps as are possible to close them (i.e. gambling houses) or to apply to them the conditions of licence now enforced for places of public entertainment within the Settlement" does not, of course, amount to more than an expression of popular feeling, without practical value in the eye of the law. Its moral weight, however, is not to be underestimated; and in view of this Resolution the authorities might well feel that it was incumbent upon them to make a decisive move. That the Council is virtually at one in agreement as to the necessity of putting down gambling as a matter of common knowledge; and from the last letter on the subject addressed to the Municipal Council, in which the opinion was put forward that the Council had no right to check the Alhambra's career; it might be inferred that the Council was prepared for the institution of drastic measures. To have cut off the electric light or water supply of the offending establishment and generally to have withdrawn from it Municipal protection, would have been so simple an expedient that we can only suppose that the Council dismissed it from consideration as being, at best, but a half-hearted line to adopt. The community, it would be argued, had come to a definite decision on this question, and the authorities were thereby brought face to face with this anomaly, that one insignificant member had chosen to assume that he could defy the expressed opinion of the whole Settlement. That the course which the Council resolved to follow was exceptional, and the Council might not reasonably feel that they would have the moral support of the immense majority of ratepayers in forcing to a crucial point a scandal which had too long been permitted to wax fat and multiply. Of the future outcome of the raid there can yet be nothing beyond speculation.

Apart from the question of trespass, a technical affront has been offered to the Spanish flag under whose protection the Alhambra has contrived hitherto to shelter itself; and for that insult the Spanish Minister can hardly fail to exact an ample apology. Such an apology, however, there is little reason to doubt would be readily made; nor need we suppose that the Council would consider it necessary to couple its excuses with any condition that gambling should not further be permitted under the protection of the Spanish flag. It has been committed to the Municipal police, without warrant, into the house of a private individual, it cannot be felt that the real offence began from the day on which the owners of that house were permitted to claim the protection, which they have so greatly abused. The honour of Shanghai, the pride that may be felt in its position, and its fair name before the world, are shared alike by every nation that possesses official representation in its consuls; and that the prestige of any country should be employed as a device under which a star may be cast on the existence of the Alhambra, is what no self-respecting people permit. This, we are confident, is the view that will be taken by the Spanish Minister at Peking; and so soon as the desired apology for the irregularity of Friday afternoon's proceedings has been tendered, there is little doubt but that his Excellency will take steps to ensure that the Spanish flag shall be no longer mis-used as a cloak for outrage upon the proper and openly expressed feelings of Shanghai.

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MUNICIPAL COUNCIL'S BLOCKADE.

The N. C. D. News, of 8th inst., says:—Municipal Notification No. 1067, announcing the measures the Council intended to put into effect to isolate the Alhambra, was the main topic of conversation in Shanghai yesterday, and many efforts were put forth in regard to the matter. The Council would be closed to traffic did not indicate very clearly what steps would be taken to maintain the blockade. It is a maxim of international law that blockades to be binding must be effective and the police authorities did their best to comply with this rule. Stout bamboo barriers had been erected across the Baccawei Road close to its junction with Route de Sayzong and Route Ferguson, enclosing a strip of road about half a mile in length. At each of these barriers some seven or eight police were posted with instructions only to open the gates to private residents

THE O. S. K. "SHATTLEWORTH"

SUCCESSFUL LAUNCH AT KAWASAKI DOCKYARD.

On the afternoon of the 12th inst. the O. S. K. steamer *Shattleworth*, now being built at the Kawasaki Dockyard, Kobe, was satisfactorily launched, as briefly reported yesterday. Shortly after 12 o'clock the invited guests assembled at the yard, and about three quarters of an hour later, Mr. Matsukata, the President, and Mr. Kawasak, Vice-President of the company Mr. Fuma, Chief Secretary in the Hyogo Kencho, and a number of others appeared on the platform. Punctually at 5 p.m. the cord holding the steamer was cut by Miss Nakabashi, daughter of the President of the Osaka Shosen Kaisha, and the vessel glided down the ways into the water amidst the enthusiastic cheers of the crowd of spectators.

After the launch tea was served to the guests in the manager's office. Mr. Matsukata delivered a brief speech in which he referred to the progress made by the American service of Japanese steamers. Fifteen years ago the Nippon Yusen Kaisha opened an American line, and was followed by the Toyo Kisen Kaisha, while now the Osaka Shosen Kaisha was about to open a service to America. On this development of the mercantile marine the country was to be congratulated. Mr. Matsukata then called for Banza for the Osaka Shosen Kaisha. All responded, giving three Banza, after which the gathering dispersed.

The *Shattleworth*, which has a tonnage of 6,000, is the second of three vessels of this type ordered from the Kawasaki Yard. The first is the *Tacoma-maru*, which was launched about a month ago and is now being equipped. The third, which is to be named the *Chicago-maru*, is expected to be launched about three months hence. All three vessels are to be placed on the Tacoma line of the company. Three more steamers have been ordered from the Mitsui Bishi Yard at Nagasaki. *Japan Chronicle*.

JUNK WRCKED IN HARBOUR.

NO CASUALTIES.

An unfortunate accident, happily of rare occurrence, befell a cargo boat in the harbour yesterday. The ill-fated craft left Yau-tai in the afternoon to proceed to her home at Wanchai. She had on board a small cargo, and a crew of about ten persons, including women and children. All went well until the cargo carrier arrived near Jardine's Sugar Refinery, when the craft struck a rock, in a few minutes she foundered. The crew were all precipitated into the water, but they were all rescued by sampan people. The loss of the junk and cargo is estimated at less than \$5,000. Later the submerged junk was beached close by.

MR. J. A. POND.

RETIREMENT OF POPULAR SHANGHAI RESIDENT.

The N. C. D. News, of 3rd inst., says:—The many friends of Mr. J. A. Pond, who left Shanghai for home by the *Myra* on Friday, will be pleased to hear that the Stewards and members of the Race Club are arranging to make him a presentation in recognition of his services to the Club and as a mark of the esteem in which he is held by them.

Mr. Pond, who is in his sixty-sixth year, recently resigned, under medical advice, from the position of Municipal Accountant, after being in the service of the Municipality for thirty-three years. He has gone home with his wife and Miss Pond to enjoy a well-earned rest from the arduous and responsible duties of the Accountant's office. In accepting Mr. Pond's resignation the Council took the opportunity to place on record its high sense of appreciation of the manner in which his duties had been performed, especially during the past few years, when the growth of the Settlement rendered those duties more exacting. The Council released Mr. Pond from the two years for which his agreement had run and issued him the whole of the sum standing to his credit in the Superannuation Fund. In recognition of his long and valuable service, conducted with integrity and unflinching industry, it is further decided to pay to Mr. Pond a life pension of £500 per annum. Mr. Pond, whose father was an Edinburgh man, first came to China in 1858, and then went down to the South Sea Islands. As a young man he saw a lot of the world, travelling in the capacity of a supercargo. Returning to China he came to Shanghai where in a few years he began business on his own account. On April 1, 1871, Mr. Pond entered the employ of the Shanghai Municipal Council, and he served the Council until April, 1900. Mr. Pond took great interest in cricket and at one time was Treasurer of the Shanghai Cricket Club. He was also a member of the committee of the Shanghai Club. On Tuesday last Mr. Pond was entertained at a farewell dinner by his old friends and it is probable that more than one token of the regard with which he was held in Shanghai will be sent home to him in the near future. Mrs. Compton is one of Mr. Pond's two daughters and this lady is remaining in Shanghai.

Mr. Pond's associations with racing in Shanghai recall some interesting reminiscences. He joined the Shanghai Race Club in 1872 and was consequently one of its oldest members. Very shortly after joining the club he began to take an active interest in the sport of racing and, though never having a large stable of his own, he became connected as a jockey and trainer, with some of the principal owners of race ponies. Mr. Pond was a most reliable and careful rider with excellent judgment, and took his place with the crack jockeys of the period, including such well-known and successful men as the late J. E. Waller, A. H. B. C. A. L. Dunn, Harry Hutchinson, H. S. Bidwell and others. Among the best ponies he secured to victory on many occasions may be mentioned *Freight*, *Royalty* and *Royalist*. The first-named was a very fine specimen of the China pony. He was purchased and owned originally by "Mr. Ferguson" (A. Ferguson), was sold subsequently to the late Mr. Alexander Myburgh, and lastly to Mr. Buxey (Mr. H. N. Mody of Hongkong), and under all these owners won many races including the St. Leger in 1880, the Shanghai Stakes in the Autumn of 1880 and both Spring and Autumn of 1881, the Spring and Autumn of 1882, being second and third in the same race in 1882. Prejudice also won the Champions in 1887, three meetings in succession in 1888 and 1889, and was second twice in 1882 and 1883. *Royalist* won the Griffin and Champions in 1895, and *Royalty* the St. Leger of 1891 besides other races. Mr. Pond was closely connected with the stables of Mr. Ferguson, Mr. Myburgh and Buxey, whose colours he carried to victory on many occasions. He was elected a steward of the Race Club in the early nineties and served for several years. He was greatly esteemed by his colleagues and rendered valuable service in his capacity of a steward of the club. Mr. Pond was an intimate friend to the last of the older members of the Race Club, and the oldest of "Old Peter," as he was familiarly called by friends, from his accustomed place in the club rooms, at the table during the racing and at the races, will be felt with much regret.

Reclamation Dispute.

ACTION BY GOVERNMENT.

INTERESTING ARGUMENT ON GOVERNOR'S POWERS.

Land-owners in Hongkong, and especially those interested in the old reclamation scheme, will read with no little interest the case which was heard before Sir Francis Pigott (Chief Justice) in the Supreme Court, last Monday morning.

H. E. Sir Frederick Lugard, Governor of the Colony, was entered as plaintiff, while Mr. Chu Ping, a merchant of 313, Des Voeux Road West, (executor for Chu Chuen, a rich tobacco manufacturer) was the defendant. The claim was for the specific performance by the defendant of agreements dated 17th December, 1889, and 24th July, 1903, with the Governor, in respect of Marine Lot No. 53A, which lot is situated near Tung Ma Lane, Hongkong, and is bounded on the west by Edicott Lane.

Mr. H. E. Pollock, with whom was Mr. L. Denny (of the Crown Solicitor's office) appeared for the plaintiff. Mr. M. W. Slade and Mr. C. J. Alabaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represented the defendant.

The action was for—
1.—The specific performance by the defendant of the agreement dated 17th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration of £1,594.94, to assign an equitable proportion of the reclamation to Marine Lot No. 53A, or to pay an equivalent sum of money to the owners of Sections B and D of the said Lot.

2.—The specific performance of the agreement, dated 24th July, 1903, whereby the defendant and one Chu Lee (now deceased) as executors of the will of the said Chu Chuen (deceased) agreed with the Governor of Hongkong in consideration of being let into possession of the reclamation to Marine Lot No. 53A, either to assign an equitable proportion of the said reclamation or to pay an equivalent sum of money to the owners of the said Sections B and D of the said Lot when such equitable proportion or compensation should have been ascertained.

3.—A declaration that the equitable portion of the reclamation to Marine Lot No. 53A, which is referred to in the agreements in paragraphs 1 and 2 hereof, means the equitable proportion of the said reclamation as ascertained by the true interpretation of the *Praya Reclamation Ordinance*, 1889.

4.—A declaration that, upon the true interpretation of the said Ordinance, the term, equitable proportion, as used in the said Agreements, means such proportion of the whole of the reclamation to Marine Lot No. 53A as the frontage of the owners of the said Sections B and D of Marine Lot No. 53A upon the old *Praya Roadway* (now known as Des Voeux Road) bears to the whole frontage of Marine Lot No. 53A upon the said Roadway.

5.—A declaration that, upon the true interpretation of the said Agreements and of the said Ordinance, the defendant is bound (upon the plaintiff, which he hereby undertakes to do, re-imbursing to the defendant the cost of reclaiming such area together with interest on such cost) to assign to the owners of the said Sections B and D an area of and out of the said reclamation, calculated in the proportion aforesaid, that is to say, an area of 5,853 square feet.

6.—Costs.
7.—Further or other relief. The defendant is sued herein as the sole surviving executor of Chu Chuen (deceased).

STATEMENT OF CLAIM.
Immediately his Lordship took his seat, Counsel for the plaintiff read the statement of claim, which we present in full. The claim reads:—

1. The plaintiff is the Governor of Hongkong, and he resides at Government House, Victoria, Hongkong.
2. The defendant is a merchant carrying on business at No. 313, Des Voeux Road, Victoria, aforesaid, and he is sued herein as the sole surviving executor of one Chu Chuen, deceased.
3. At the date of the commencement of the *Praya Reclamation Ordinance*, 1889, that is to say, on the 10th May, 1899, Marine Lot No. 53A was divided into the following sections, namely:—
(1) The remaining portion belonging to the said Chu Chuen.
(2) Section A belonging to the said Chu Chuen.
(3) Sections B and D belonging to one Yiu Chow.
(4) Section C belonging to one Matthew John Denman Stephens.

Of the said sections, the remaining portion and Sections B and D alone fronted on the *Praya Roadway*, the remaining portion having a frontage on roadway of 10 ft. 9 in. and sections B and D having a frontage on the said roadway of 41 ft. 6 in.

4. By Articles of Agreement, dated the 5th day of October, 1884, (which were executed on the 15th day of December, 1889) made between Bruce Shepherd of Victoria aforesaid acting for and on behalf of the Governor of Hongkong of the one part and the said Chu Chuen of the other part, after reciting that the said Chu Chuen was Crown Lessee of Marine Lot No. 53A, remaining portion, and that he had agreed to contribute the sum of \$368,326 for the cost of the reclamation in respect of the said remaining portion of the said Lot, it was agreed between the said parties to the said Articles of Agreement, that upon completion of the portion of the works in the area of reclamation described as Section No. 6 on the plan deposited in the Land Office pursuant to Section 7 of the *Praya Reclamation Ordinance*, 1889, and upon payment of the whole of the said sum, the Governor would grant a Crown Lease of all such portion of the reclamation provided for by the said Ordinance as was delineated on the plan thereto annexed and thereon coloured red for a term of 999 years. The part of the said plan which is coloured red shows that the reclamation appertaining to the said remaining portion of Marine Lot 53A, is an area of land which measures 1,526 square feet and extends right through the said reclamation from front to back.

5. By Articles of Agreement, also dated the 5th day of October, 1889, (which were executed on the 19th day of December, 1889) made between Bruce Shepherd of Victoria, aforesaid, acting for and on behalf of the Governor of Hongkong of the one part and the said Chu Chuen of the other part, after reciting that the said Chu Chuen was the Crown Lessee of Marine Lot No. 53A, and that he had agreed to contribute the sum of \$1,752.54 for the cost of the reclamation in respect of Sections B and D of the said Lot, it was agreed between the said parties to the said Articles of Agreement, that upon completion of the portion of the works in the area of reclamation described as Section No. 6 on the plan deposited in the Land Office pursuant to Section 7 of the *Praya Reclamation Ordinance*, 1889, and upon payment of the whole of the said sum, the Governor would grant a Crown Lease of all such portion of the reclamation provided for by the said Ordinance as was delineated on the plan thereto annexed and thereon coloured red for a term of 999 years. The part of the said plan which is coloured red shows that the reclamation appertaining to the said remaining portion of Marine Lot 53A, is an area of land which measures 1,526 square feet and extends right through the said reclamation from front to back.

6. The said Chu Chuen was only permitted by the then Governor of Hongkong to sign the last mentioned Agreement subject to and upon and in consideration of his entering into an Agreement with the Governor of Hongkong which is in the words and figures following:—
"I, the undersigned, Chu Chuen, Crown Lessee of Marine Lot No. 53A, in consideration of the agreement entered into by me this day for the reclamation of the foreshore in front of the Lot under the *Praya Reclamation Ordinance*, 1889, hereby guarantee either to assign an equitable proportion of the said reclamation, or to pay an equivalent sum of money to the owners of Sections B, C, and D of the said Lot."

"I hereby also agree to indemnify the Government in respect of any claim that may hereafter be made against it in respect of the said reclamation."
"Dated this 19th day of December, 1889."
"(Sd.) CHU CHUEN."

The said Chu Chuen came to a settlement with the owner of Section C of the said Lot. He so informed the Hongkong Government prior to the execution of the documents which are referred to in paragraphs 4, 5, and 6 hereof, to accept the portion of the reclamation which was coloured red on the plan referred to in paragraph 5 hereof as his equitable proportion of the said reclamation under the *Praya Reclamation Ordinance*, 1889, but the said Chu Chuen claimed to be entitled under the *Praya Reclamation Ordinance*, 1889, to a considerable part of the said portion of the said area and the Governor of Hongkong, without coming to a decision as to and without prejudice to the rival claims of the said Yiu Chow and the said Chu Chuen to sign the said Articles of Agreement, but only upon and in consideration of his entering into the undertaking which is referred to in paragraph 6 hereof.

8. Upon the true construction of the *Praya Reclamation Ordinance*, 1889, the said Yiu Chow was entitled as the owner of Sections B and D of the said Lot, to such proportion (from front to back) of the whole of the reclamation to the said Lot as the frontage of sections B, C, and D of the said Lot upon the old *Praya Roadway*, now known as Des Voeux Road, bore to the whole frontage of the said Lot upon the said Roadway, that is to say, to the area of land which is coloured red in the plan which is referred to in paragraph 5 hereof.

9. On or about the 10th day of December, 1891, the Governor of Hongkong caused to be published in the *Hongkong Government Gazette* a Notification, No. 530, dated the 10th day of December, 1891, containing a List of Lessees, who had signified their acceptance of the portion of land assigned to them under the *Praya Reclamation Ordinance*, 1889, Section 7, Sub-section 2, and of the quantity or areas of land to be granted to such Lessees and of the estimated amount of contributions to be paid by them in respect thereof as rectified, re-adjusted and altered by the Governor-in-Council, pursuant to sub-section 4, of Section 7 of the said Ordinance. In such List (under the heading of Section No. 6 of the said Ordinance) appear, *inter alia*, the following entries:—

	Area of plot	Length of frontage	Area of plot	Estimated contribution
53A remaining portion Chu Chuen	10.9	1,526		\$3,326.60
53A Section B				
Yiu Chow	41.6	5,853		\$12,759.54
53A Section D				
Yiu Chow				

10.—The said Yiu Chow died on or about the 21st day of May, 1893, and one Chu Ut Chiu and Pan Kon Shan are now the owners of the said Sections B and D, having acquired the same by purchase under an Indenture of Assignment dated the 14th day of September, 1900, from Lo Sam, who was the executrix of one Kwok Kwai, who was the executrix of the said Yiu Chow.

"By virtue of the last mentioned Assignment, which included a conveyance to the said Chu Ut Chiu and Pan Kon Shan of all the estate, right, title and interest of Lo Ah Sam as such executrix as aforesaid of and in the pieces of ground or extension seawards known or registered in the Land Office as the reclamation of Marine Lot No. 53A, the said Chu Ut Chiu and Pan Kon Shan became entitled to that portion of the said reclamation to the said Lot which is coloured red in the said plan annexed to the said Articles of Agreement, which are referred to in paragraph 5 hereof."

12. The said Chu Chuen died on or about the 25th day of January, 1898, and Probate of his will was, on or about the 7th day of January, 1899, granted to the defendant and to one Chu Lee, the executors thereof.

13. On the 24th day of July, 1903, the defendant and the said Chu Lee, as such executors as aforesaid, were admitted by the Governor of Hongkong into possession of the reclamation to the said Lot under two separate agreements of that date, one of which related to the reclamation in respect of the remaining portion of Marine Lot No. 53A and the other of which related to the reclamation in respect of Sections B, C, and D of the said Lot (which latter reclamation is in the plan annexed to the agreement described as the *Praya Reclamation Ordinance*, 1889, and upon payment of the whole of the said sum, the Governor would grant a Crown Lease of all such portion of the reclamation provided for by the said Ordinance as was delineated on the plan thereto annexed and thereon coloured red for a term of 999 years. The part of the said plan which is coloured red shows that the reclamation appertaining to the said remaining portion of Marine Lot 53A, is an area of land which measures 1,526 square feet and extends right through the said reclamation from front to back.

14. By Articles of Agreement, also dated the 5th day of October, 1889, (which were executed on the 19th day of December, 1889) made between Bruce Shepherd of Victoria, aforesaid, acting for and on behalf of the Governor of Hongkong of the one part and the said Chu Chuen of the other part, after reciting that the said Chu Chuen was the Crown Lessee of Marine Lot No. 53A, and that he had agreed to contribute the sum of \$1,752.54 for the cost of the reclamation in respect of Sections B and D of the said Lot, it was agreed between the said parties to the said Articles of Agreement, that upon completion of the portion of the works in the area of reclamation described as Section No. 6 on the plan deposited in the Land Office pursuant to Section 7 of the *Praya Reclamation Ordinance*, 1889, and upon payment of the whole of the said sum, the Governor would grant a Crown Lease of all such portion of the reclamation provided for by the said Ordinance as was delineated on the plan thereto annexed and thereon coloured red for a term of 999 years. The part of the said plan which is coloured red shows that the reclamation appertaining to the said remaining portion of Marine Lot 53A, is an area of land which measures 1,526 square feet and extends right through the said reclamation from front to back.

"We also agree to indemnify the Government of Hongkong in respect of any legal claim that may hereafter be made against it in respect of the said reclamation."

"Dated the 24th July, 1903."

"Witness to the signatures of Chu Lee and Chu Ping and interpreted to them by Lo Kwan Yi, sworn interpreter."

"(Sd.) CHU LEE." In Chinese.

"(Sd.) CHU PING." In Chinese.

14. The said Chu Lee died on or about the 18th day of May, 1904.

15. The portion of the works in the area of the reclamation, described as Section No. 6 on the plan deposited in the Land Office pursuant to Section 7 of the *Praya Reclamation Ordinance* was begun about the month of May, 1899, and was completed about the month of June, 1903, and the whole of the sum of \$1,752.54 being the cost of the reclamation in respect of sections B, C, and D of the said Lot, had been paid to the Hongkong Government, the sum of \$1,164.66, by Chu Chuen, as by his executor, and \$594.94 by Chu Ut Chiu and Pan Kon Shan. The plaintiff is ready and willing, upon the relief being granted, which is prayed for in this action to pay to the defendant the sum of \$1,164.66, together with interest thereon at the rate of 8 per cent. per annum from the respective dates on which the respective instalments thereof were paid by Chu Chuen or by his executors.

THE STATEMENT OF DEFENCE.

The statement of defence reads as follows:—
1. The defendant admits paragraphs 1 and 2 of the statement of claim.

2. The defendant admits paragraphs 3, 4, 5 and 6 of the statement of claim, except that he does not admit that the Articles of Agreement in paragraph 4 mentioned were signed on the 17th December, 1889, and that they were signed on the 19th December, 1889, and does not admit that the measurements in the said paragraphs given are correct.

3. In answer to paragraph 7 of the statement of claim the defendant denies that Yiu Chow was ready and willing or that he at any time so informed the Hongkong Government, to accept any portion of the reclamation in front of the Lot or to enter into any agreement with the Government in respect thereof, or that Yiu Chow had made or had any claim to the said reclamation or that Chu Chuen was permitted to sign the Articles of Agreement without prejudice to any claim of Yiu Chow, and says that the said Yiu Chow refused to enter into the reclamation agreement prescribed by the *Praya Reclamation Ordinance*, 1889, although requested by the said Government to do so and that when the agreement in paragraphs 5 and 6 of the statement of claim referred to were signed by the said Chu Chuen, Yiu Chow had no right to any part of the said reclamation.

In answer to paragraph 8 of the statement of claim, the defendant says that by the true construction of the said Ordinance, the said Yiu Chow could have become entitled to the proportion in the reclamation in the said paragraph mentioned by signifying his acceptance thereof in writing within the periods mentioned in Section 8, Sub-sections 2 and 3 of the said Ordinance but that Yiu Chow did not so signify his acceptance within the said periods and that thereby Yiu Chow lost all right except to compensation as and when awarded under Sub-section 6 of the said section.

5. The defendant admits the facts alleged in paragraph 9 of the statement of claim but says that the said notification so far as regards Yiu Chow was untrue and a mere clerical error. The defendant does not admit that the fact of the alleged notification is relevant to any issue in this action or that the same has any force or effect as between the plaintiff and defendant.

6. The defendant admits paragraphs 10, 11, 12, 13, 14 and 15 of the statement of claim, except that he denies that by virtue of the assignment in paragraph 11 mentioned any right to any portion of the said reclamation passed to Chu Ut Chiu and Pan Kon Shan or either of them, and says that the payment of \$1,594.94 by Chu Ut Chiu and Pan Kon Shan to the defendant was paid owing to a mistake on the part of the Assistant Land Officer in addressing a demand for payment of the said sum to the said Chu Ut Chiu and Pan Kon Shan instead of to the executor of the said Chu Chuen and the Government have offered to return the said payment.

7. This action is an action brought by the said Chu Ut Chiu and Pan Kon Shan of their assignees in the name of the plaintiff upon an agreement as to the costs and conduct of this action, the terms of which are to the defendant unknown and the plaintiff has no interest in the result of the said action otherwise than as Trustee or Agent for the said Chu Ut Chiu and Pan Kon Shan or one of them or their or of their assignees.

8. In the action of No. 66 of 1903 in the Original Jurisdiction, the Honorable Court of the said Chu Ut Chiu and Pan Kon Shan plaintiffs, and Chu Ping, the defendant in this action, and Chu Lee, co-executor with the defendant and since deceased, defendants, all the matters in issue in this action were finally decided on the appeal of the defendants in the said action No. 66 of 1903 by the judgment of the Lords of the Judicial Committee of the Privy Council delivered on the 10th May, 1905.

9. The plaintiff is estopped by the action and the said judgment from alleging that the said Chu Ut Chiu and Pan Kon Shan are, under the Agreements, in the statement of claim referred to, entitled to any part of the said reclamation.

10. The defendant will submit at the trial that the statement of claim shows no cause of action or ground of claim entitling the plaintiff and does not sustain a claim for the relief prayed for or any part thereof.

THE GOVERNOR'S POWERS QUESTIONED.

Mr. Slade moved that the action be dismissed on the ground that the action was brought by Sir Frederick Lugard, the Governor, for and on behalf of the Government of Hongkong. Under that title, he said, the plaintiff had no right of action. Taking the Governor as an individual the statement of claim does not reduce his title of office. The Governor in 1889—20, the time when the agreements were made—did not assign the agreement to the present Governor. Maybe there was a title, but it was not to be found on the face of the pleadings. There was no Ordinance in the Colony which gave the Governor of Hongkong the right of action. He was not a corporation, and therefore had no right of action. In actions against the Government, as provided in the Code, they should be brought against the Attorney-General. No correlative authority was given the Attorney-General to act for the Governor, and no power was given a Governor to sue on behalf of previous Governors.

The Chief Justice—Is this the first action a Governor has ever brought?

Mr. Slade—I think so. I never heard of any other.

Proceeding, Counsel remarked that the words "Governor of Hongkong" was a bona fide expression of ordinary language, the same as the

Cabinet of England. No action could be brought against the Cabinet. Actions of all kinds, actions for and on behalf of the Government of England, unless in the name of the reigning Sovereign for the time being, unless by legislature, or charter, or patent, which created high offices into a corporation, there was no right of action. Mr. Slade observed that the action was defective, and added that a suit by a Governor for and on behalf of the Government was no suit at all. The Chief Justice was understood to remark that there could be no amendment.

Mr. Slade pursued that the Governor, perhaps, had a right of action, but it was not shown to be so. If it was shown, the defence could plead to the amendment. But to go and say they were going to cut out this and that and insert a new name as plaintiff was not right. It was obvious that the proper plaintiff in this action was the King, but he (Mr. Slade) was doubtful whether His Majesty would care to be the cat's paw of the "two greedy Chinese now fighting in the Privy Council." That was, however, another matter.

The Chief Justice—What about the question of estoppel raised by the other side?

Mr. Slade—To save my friend the trouble I will not raise that point.

MR. POLLOCK'S REPLY.

Mr. Pollock stated that the first point to be noted was that in the Interpretation Ordinance, 8 of 1897, Section 5, it was enacted that the word "Governor" shall include the officer for the time being administering the Government in the Colony. He took it that the words "for the time being" were enough to pass on such title as the then Governor had to whoever for the time being was administering the Government of the Colony. Everything as an agreement, he went on, could be enforced by the officer for the time being. Therefore, assuming that something was done under a statute, the right of the then Governor would pass on to his successor. This point was of importance because, as a matter of fact, the document which was entered into the present case by Chu Chuen was in regard to the remaining portion of M. L. No. 53A and the other portion, Sections B and D. The documents were in form of Schedule to Ordinance 6 of 1889.

Mr. Slade remarked that no Schedule showed the form of the undertaking.

Mr. Pollock stated that he was only dealing with the reclamation agreement of 1889 as referred to in paragraph 5 of the statement of claim, and not with the other agreement. With regard to the body of the Ordinance, he observed, it would be found that Sub-section 3 of Section 8 was operative partly in the body of the Ordinance, which stated that it was for the Governor or any person on his behalf to enter into the form in Schedule. In other words the *Praya Reclamation Ordinance* laid it down that it was the Governor—the Governor was the officer on behalf of the Government—who was to enter into agreements under this Ordinance, such as the agreement as referred to in paragraph 5 of the statement of claim. Now, that agreement was one clearly made under this form of the Ordinance. It was made by Mr. Bruce Shepherd for and on behalf of the Government—made under the Statutory form in this Ordinance, so that the Governor included his successor, the "whole activity" so to speak. In fact unless that was so a very great absurdity would result, because it would mean that the client would have to get what was necessary from Governor Des Voeux.

Mr. Slade—I want the Crown Lease.

Mr. Pollock—My friend is jumping. There is no Crown Lease. Counsel proceeded to state that it was lawful for the Governor to carry out the work. It was not only absurd to say that all what Chu Chuen got in the agreement was with Governor Des Voeux and with no other Governor. If that was so then he submitted it must follow that the undertaking or guarantee in paragraph 6 of the statement of claim must have a co-extensive effect.

The Chief Justice—Was the second agreement necessary? Was it made for greater caution?

Mr. Pollock's reply was in the affirmative.

CHIEF JUSTICE'S OPINION.

The Chief Justice said that supposing any action was brought it must be brought in the name of the Governor. Speaking not as an official, but as a law officer, the Governor was the right person to enter as plaintiff. The statement was right.

MR. SLADE AGAIN.

Counsel for the defence stated that he could reply to all that was said. Where in a deed, he said, the name of an officer appeared, no assignment to a man holding certain office, that deed was void. That deed was a conveyance to an office which was not a corporation. If that was not the case, then a Statute or an Ordinance would have already been passed, but it was not so. The Governor was an office and an individual. There was difficulty in identifying who he may be, but an agreement by him was an agreement binding upon the person whom he represented—the King.

The Chief Justice—I am not sure he devolves his power to the Governor.

Mr. Slade—How far?

The Chief Justice—The Governor has full power according to the legislature.

Mr. Slade—I submit that it is not so. The proper course is to petition against the King.

Mr. Pollock was addressing the Court when our report closed.

FURTHER ARGUMENT.

Argument was continued in the Reclamation Dispute, particulars of which were fully published in last Monday's issue. It may be remembered that H. E. Sir Frederick Lugard, as Governor of the Colony, is entered as plaintiff, against Mr. Chu Ping, a merchant of 313, Des Voeux Road West.

The claim, it may be recalled, is for the specific performance by the defendant of agreements dated 17th December, 1889, and 24th July, 1903, with the Governor, in respect of Marine Lot No. 53A, which lot is situated near Tung Ma Lane Hongkong, and is bounded on the west by Edicott Lane.

Mr. H. E. Pollock, with whom was Mr. H. L. Denny (of the Crown Solicitor's office) appeared for the plaintiff. Mr. M. W. Slade and Mr. C. J. Alabaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represented the defendant.

The case was again adjourned.

ADMISSIBILITY OF CERTAIN DOCUMENT QUESTIONED.

In the Supreme Court, last Wednesday, Sir Francis Pigott (Chief Justice) on the bench, the further hearing, was continued of the issue brought by H. E. the Governor against Chu Ping, of 313 Des Voeux Road, for the specific performance by the defendant of the agreement dated 17th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration therein mentioned, either to assign an equitable proportion of the reclamation to Marine Lot No. 53A, or to pay an equivalent sum of money to the owners of Sections B and D of the said Lot. The plaintiff also asked for the specific performance of

second agreement dated 24th July, 1903, for certain declarations, and for costs.

Considerable argument was started between Counsel as to the admissibility of a certain document. Mr. Pollock (for the plaintiff) argued the document should be accepted while Mr. Slade (for the defence) argued otherwise. Mr. Slade stated that the evidence (the Governor's minutes) was inadmissible. Unless it could be proved that Sir William Des Voeux was dead, under no conceivable circumstances could his minute be admitted as evidence.

Mr. Slade—My friend thinks that the minute will help him and that is why he wants to put it in.

Mr. Pollock—The Governor is a very unfortunate person under the Reclamation Ordinance for it shows what he is and what he is not to do. I put this minute in simply to show that the Governor had expressed a wish.

Mr. Slade stated that his friend could not base his argument on any document.

Mr. Fletcher

LARGELY INCREASED COST IN THE
ESTIMATES.

[illegible]

linal foot the excesses would have been something I dread to calculate. Obviously this beyond my personal control to see whether or not the estimate formed by the engineers is adequate. They have not been employed, has been reduced wherever it has been possible to do so without detriment to the efficiency of the work. The medical arrangements, which are practically carried out by Government, have increased enormously. Everything, in fact, that the Government has been able to do has been done. The cost of the tunnel—I speak of the big tunnel only; 702 of which of course recovers the sum includes the smaller one as well as the large one—is estimated, by the report, at \$3,000,000. The length is 7,212 feet, which is about 1 1/2 miles. The cost is \$415 per foot; that is, it may \$4,156,342 a mile, or in round figures about \$200,000 a mile. If we add to that, charges for the permanent way, the shoring of the tunnel's length and the general charges of the railway, you will see that the cost of this tunnel is not less than one-third of the general charges of the railway. As regards the special difficulties which have been met with, and which are held to be the cause of this large increase, I refer you to the report, in which you will see the views of the chief resident engineer have to say on the subject. The excess over the estimate in December 1907 is in part due to the fact that we are completely lining the tunnel throughout. It had been hoped that in certain sections where the rock is exceedingly hard lining might have been dispensed with, but on Mr. A. J. Barry's late visit it was decided to line it throughout, but with a reduced number of rings of brickwork in those sections where the rock was found to be of good quality. It was feared that the vibration of the train would bring the rock down in the case of passing trains. Of the other tunnels the only one which has given any difficulty, and on which any extra work has been incurred is the Taipo tunnel, where heavy landslips were experienced during the building. This necessitated very elaborate timbering at great cost. Its length is 924 feet, of which 773 feet have already been driven. It was lined 158 1/2 feet on 31st December last. The other excesses to which I specially alluded, \$30,000 salaries, \$43,000 for accounts, include the cost of the salary of a portion of the year of an expert, and I hope to obtain from India Government the work of opening the line and advising us on several subjects, including negotiations of the joint working agreement with the Canton section. The cost on exchange is largely responsible for the excess in these two items. Prior to 1903 no staff had been provided for accounting. Such accounting work as had required to be done had been done by the chief resident engineer and his staff. The third excess, of which I spoke, \$47,661 for bridges, arises in part from the increased size of Gascoigne and Orange bridges, which is due to the fact that the crossing the junction of two rivers instead of crossing one of them at right angles. This matter was settled by the predecessor shortly before he left. The increased cost is not now in the estimates, because it was not at that time known what the cost of the iron work in England would be. The cost of the construction of this bridge has been left by contract to Messrs. Leigh and Orange as part of the agreement to which I will shortly allude. Under his head of bridges also a final decision has been taken regarding the subject over the Taipo river, which was the subject of much discussion, and it was decided to settle by Mr. Barry. The cost of this bridge has been placed in the estimates on the basis of the Taipo river at its present location. Some-thing is also costing something more than had anticipated originally. It has been raised higher, owing to information which we received from the engineer of the Chinese section as regards flood levels in Samchun valley. And it has also been made with double girders for a double-line. Council will desire to know whether I have any information to add to my reply of September last on a question asked by a member who then reported to the Chamber of Commerce in this Council as regards certain defective bridges. I said in reply that I had directed the examination of the bridges in question should be held by the Director of Public Works and Mr. Williams, the engineer of the Naval Docks. Their report, together with the comments of the chief resident engineer, was forwarded to the consulting engineers and so far I have had no reply from them. The result was that Mr. A. J. Barry who already contemplated a visit to the Far East, was directed to inspect the Kowloon-Canton Railway on behalf of Messrs. Wolfe, Barry and Co. I have reported to them. His report, no doubt by report to them. I will and I await their authoritative report before I can make any official statement to the Council. But I am aware of the conclusions at which he arrived. Briefly, I can say he agreed with the eminent engineers who reported to me on that question; that he adversely criticised the principles on which one or more of the bridges had been constructed. The matter is a highly technical one, and according to the memorandum issued by the Colonial Office, [technical] responsibility for the work undertaken by the consulting engineers rests upon them. Direct intervention by the Colonial Government is only justified in cases of urgent cases, such for instance, as the capacity of the chief resident engineer. In such cases it was stated that it will be beneficial if the Government believes the quality of the work unsatisfactory for it to intervene. In my judgment such an occasion had arisen under the system upon which this railway is being constructed. They are responsible for the conception, and execution of the design in accordance with the intentions of the Government, and further responsible for the estimates are addressed to the chief resident engineer in the estimate of the consulting engineers. He is responsible to them for the technical conduct of the work, and I do not dispute from you that I have some misgiving that there will be some addition to the estimates before us in consequence of these defective bridges, but I trust and hope with good cause, that the addition will not be a large one. You will see for yourselves when the chief resident engineer says on the subject in his report on page 4. I have not the considerable detail now in the estimates. There remains those two items, namely, large savings in the cost of ballast and permanent way shown as estimated saving of \$51,700; rolling stock \$84,400. As regards the former you will find on page 5 a full explanation of the over-estimate by the chief resident engineer; to which I have nothing to add. As regards the over-estimate of the rolling stock, it is partly due to a decrease in home prices, and partly to the fact that less rolling stock than anticipated had been ordered. The quantity which was ordered was decreased by Mr. Barry, and on his advice the original order was somewhat reduced. The cost of the rolling stock is calculated to last for 10 years. The rolling stock is insufficient, and will have to be augmented. We cannot, however, say exactly what kind of rolling stock we will require until the working agreement has been negotiated with the Chinese. I may add, too, that the carriage stock will cost something less than half what was estimated, for the amount paid for the carriage stock has been calculated on the basis of estimates had been calculated on the basis of carriages for the Gascoigne railway, and we will be adopting a less expensive model we can

the cost from about \$5,000 per cutting to \$10,000. At regard to the work, under the estimate at the end of 1907 the chief resident engineer already anticipated a saving of over \$40,000 in the estimate made in the previous year. Out of this saving, \$35,000 was allocated to a reduction in the cost of the big cutting at the mouth of Hugsom Bay. This cutting is about 200 feet deep, and the engineers consider that looking to the very pliable nature of the ground it is unsafe to allow the slip to stand without some further precautions to avoid landslides which may block the line for a period of several months. The \$10,000 is devoted to the prolongation of the sea wall from the storm water drain to Blackheads Point. This wall had long been decided upon, but because no definite decision was arrived at as to its exact location, it had originally been intended to produce the wall in straight line to Blackheads but was set back in order to effect a substantial saving by constructing the wall on shallower water. \$40,000 are also required, which I hope will be met from the savings in earthwork; for cutting the corner on Signal Hill in order that the railway might obtain a proper curve in approaching Kowloon Station. I turn now to the more pleasant task of reporting the progress which has been made upon the railway during the past year. I think we can describe it as satisfactory on the whole, with the exception perhaps of the big cutting at Hugsom and the reclamation for the station yard which are let by contract to Messrs. Leigh and Orange. At these was the prospect that the time for this would be much exceeded we entered into negotiations with them in order to obtain the use of what is called the overland route construction line which they have made, and also in obtaining access to certain stations under the contract in advance of the opening of the contract. By obtaining this power, over the construction of the railway at a very much earlier date than would otherwise have been possible, in return we have allowed them twelve months' extension of the time for the big cutting which, as I have said, will not delude the opening of the railway. It will be open over the overland route and they have consented that the penalties for exceeding the contract time shall be trebled. We have not so given them two new contracts at rates which will be remunerative to them, one of the Gascoigne Road bridge, the other at the neighbourhood of the automatic station. It will be proposed to open the line by the end of the year, and the reclamation is completed. The tunnel progress has been good. On 31 December 1907, 2,100 feet had been driven and 485 feet had been lined, and on 31 December last 2,644 feet had been driven at 2,750 lined. The progress in 1907 was 40 per cent per week. Last year it was 68.15, an increase of some 60 per cent. In spite of the fact that during the greater part of 1907 we were working on four faces whereas in 1906 we were only working on two, we have already told you how great the cost per foot has been, and much more rapid. We hope the headings will be through within the next two or three days. For this work very great credit is due to Mr. Waite, the tunnel superintendent. We hope the tunnel will be lined at finished by the end of the year and that a permanent way will be laid and the line opened by May 1910. We found it advisable to have small flag station at Taupo in order to attract some additional traffic, and the station will also be built at Lo-fo-yang near the frontier. None of these stations, however, in the original plan. I may also say that the line at Taipo will be lengthened so as to carry it into deep water and by this we hope to acquire considerably more traffic from across the bay. The cost of these three items small and will be met, without increasing estimates, by abolishing high platforms at the small intermediate stations which I do not consider necessary. After much discussion with Mr. Barry when he was in Canton it was decided that the small stations which would be necessary should be placed on Crown land, and that the building and plant at each would cost more than \$120,000, which is included in the estimate. After much discussion it was also decided to locate the terminus station on land near Salisbury Road where would be near the various piers where passengers and packages would be landed, and in central. I would leave the deep water anchorage free for ocean going steamers. This involves some land reclamation which I think I have done in order to acquire the advantage which I have just named. I have also said what the cost of these assumptions will be, and will now give you a considerable amount of adjustment between the Colonial Government and the railway accounts. The report of the medical officer is very satisfactory. Cholera, beriberi, and dysentery at the tunnel have decreased by 50 per cent. This is due to better organisation and to better methods. The number of coolies employed on the railway through the year per day was 3,145. Both sections—our section and the Chinese section—now well advanced, and we hope before long undertake negotiations for a joint working agreement. I think, generally speaking, the points on which we are likely to feel interested in the work during the past or of prospects in the future. (Applause)

REPORT ON THE CHINESE SECTION.

I have received, says *The Times*, a report upon the progress of the construction of the Chinese section of the Canton-Hankow railway, prepared by Mr. Frank G. Long, an English engineer in charge. When finished the line will not only form an integral part of the Chinese system, but by connecting Hong Kong with Canton will ensure the continuity of the former city as the chief distributing centre of Southern China. Important as the line will therefore be, both to China and British interests in China, it is, nevertheless, only of very recent years that any real has been made to bring about a settlement. The final agreement between the Chinese Government and the British and Chinese corporations, who are building the railway, signed on March 7, 1907. Even then, report points out, things were delayed for some months longer by "changes in the legal code" at Canton, a state of affairs which a telegram from the Peking Correspondent of *The Times* published on April 12, sheds additional, and not particularly bright, light. The *impasse*, however, was temporary. The report continues: "The London-based 'Export' and 'Wai' Han appointed managing director, facilities for the commencement, at the end of August, 1907, of a detailed survey and of the actual location of the Provisional arrangements had already made by the British and Chinese Corporation the request of the Chinese authorities an engineer-in-chief, for an adequate foreign and from August 25, 1907, fully equipped parties were at work, the head offices temporarily established at Shimen, the director-in-chief, and the chief assistant engineer-in-chief, and the chief assistant under terms of the Loan Agreement."

THE CANTON TERMINAL.

The Canton terminal has been established at Tientsin and it has consequently situated

and the end of the road which will eventually pass throughout the entire length of the water frontage of Canton, east of Shamien. A considerable area of land has been acquired at Tungshui, rather more than one mile from the Canton River, for the proposed Canton and Hongkong Railway, for the London and Chinese staff, and also for sheds and workshops. The terminal station at Taishatow will be a double-storied building providing full accommodation for the permanent general office. There will also be sufficient sidings and store sheds to deal with freight.

A connection with the Yueh-Han Railway will be made to the northward of the city. No difficulties will be encountered in the construction of the total length of the line from Taishatow to Samchun (on the frontier of the British leased territory) is 83 miles, considerably less than was anticipated at the time of a reconnaissance survey made some ten years ago. Allowing 21 miles for the British section, the total length thus becomes 111 miles from Canton to Kowloon.

The heaviest bridging occurred at the crossing of the East River Valley, and at some long mileage or more east of the latter, the average level of the country is above the level of three feet above sea level. Heavy earthwork is encountered in the portion between Shekma and Samchun. Generally speaking, there are works of considerable magnitude in a large portion of the line, the proportion of major bridges being large for so short a railway.

The route adopted offers every prospect of considerable traffic. From villages especially long there are many large Canton and Shanghai boats on the northern bank of the Canton River, the way will provide, with its numerous stations and "halts," ready access to the Canton and Hongkong markets. A large quantity of rice, grown in the district, and other fruits are grown as richly cultivated and prosper up. The commanding position of Sheklung on the East River and its trade as a distributing centre are well known. The station and goods yard will be near the town, and considerable passenger and freight traffic is assured.

South of Sheklung to Samchuna a direct route has been obtained through a fine country, mountainous in many places, rather high and cultivated, but fertile and capable of considerable development. The low hills are inhabited by Hakka people, and large quantities of fruit, especially apples, and vegetables find their way from this district into the Canton and Hongkong markets.

PROGRESS OF THE WORK

The survey was sufficiently far advanced for land purchasing operations to be commenced at one or two points of the line in December, 1907, and further sections of land plans were deposited in March, 1908. Land officers, however, found many difficulties to contend with, and was not until July that considerable lengths of land were made over. Construction proper dates from July, 1908, though certain small sections of land were entered upon before that month. During the progress though the rapid extending works was delayed, the present condition being that out of a total length of 89 miles about 15 miles are purchased and entered upon.

In regard to this delay, it must be remembered that the rapid acquisition of large areas of land in the Kwangtung province presents a difficult task to Chinese officials, and it was to be taken to avoid serious disturbances, especially in dealing with the removal of graves, tombs and temples. With the exception of some comparatively trifling matters, it is not a cause for congratulation, but rather a credit to the officers of the land purchase for the manner in which the task indicated without great friction between the officials and inhabitants, who are numerous in many districts for their extremely truculent and determined nature, and that the safety of foreign engineers under existing conditions has not caused greater vexation.

The construction of earthworks is at present proceeding over, or will shortly proceed over the extent of land purchased, and fair progress is maintained. Bridge work is well advanced over considerable lengths, and the engineering department is likely to mail the most important and the most difficult. The delay in the execution of the work is due to the crossing of the East River Valley. A satisfactory start is being made on foundation work, and there is no reason to anticipate greater delay in the opening of the line than naturally involves. The rate of construction of the heavy earthworks and culverts on part of the line south of Sheklung, where water transport facilities are absent, is necessarily no faster as it would be in an open and easily approached countryside.

A careful estimate anticipates the opening of traffic at a single station from Canton to Kowloon in 1910, and a through connection with Kowloon on or about July 1, 1911.

British merchants in Hongkong most Southern China generally will then have satisfaction of seeing consummated a scheme long ardently advocated. As far back as 1898 the necessary concession was obtained together with four other railway concessions from the Chinese Government by Sir Cecil Macdonald; just after the Belgian concession was given leave to build the Peking-Hankow line. But the project hung fire, and only after the consummation of the Kowloon and Canton Railway, and the fact that the British Empire, and to whom the concession had been made, tried to claim matters the Waiwupu. Long negotiations followed, and as mentioned above, the document gave life to the agreement concluded in principle in 1898 was not signed until 1907.

The general financial terms under which the railway is being constructed are similar to those stipulated for the Shanghai-Nankow Railway. They provide for the issued capital of £1,000,000, the interest being 5 per cent. The Government is guaranteed by the concessionaire, and secured on the railway to be built. The administration of the railway is vested in "a Chinese managing director (appointed by the Viceroy), with whom associated a British engineer-in-chief and a British chief accountant."

A WOMAN'S EXCUSE.

JUMPED INTO THE HARBOUR BY MISTAKE.

"Why did you attempt to commit suicide?" asked Mr. J. H. Kemp of a Chinese woman who appeared before him this morning. "I made a mistake," was the evasive reply. The husband was asked, "Did you know she had never ill-treated her?"

At about half-past four o'clock yesterday afternoon Chau Tai Fung, the defendant in a case thirty years of age, appeared at the waterfront at Kowloon, and was seen to jump into the harbour. A boatman hearing the noise went to her rescue and hauled her out, and was for the drifting. She was handed over to Policemen Bird of the Water Police Station.

No information could be gathered from the woman as to what she was doing, but she was taken to the police station, however, and was released after she had been examined by a doctor.

Mr. Kemp was of opinion that the woman was not in her right senses, and adjourned the case until Monday next.

[From an Occasional Correspondent.]

Macao, 8th May.

The alleged confiscation by Government of the Opium Factory, owing to a default in the payment of two months' rental amounting to \$56,000, still forms the principal subject of conversation at the Clubs and in Service circles. At first blush there is all the appearance that Government had acted in a very high-handed manner, but there is much in justification of the Government action as to which it may be important for the public to become acquainted with the actual facts. It should be stated that the factory building in question was formerly the property of the Government. It is a fine, modern structure; on the grounds are included many houses and many godowns. The property was formerly used as the bonded warehouse of the Portuguese Customs until 1845 when Macao was declared a free port.

The late Mr. Chao A-luk, who was the opium farmer in Macao, bought the property for \$50,000 (not even with \$100,000 can the buildings be constructed) not to speak of the cost of the land) on condition that he would be permitted to boil and prepare opium here for local consumption and exportation, and on the understanding that, in case he should cease to use the factory for sale to Government, the property would revert to Government. This clause in the agreement for sale was the basis of the original deed of purchase and has since been recognised in each of the subsequent opium farm agreements which have had to be entered into from time to time. It happened that Mr. Chao Lok died; the property was registered in his own name; and the new farmer, Mr. Chao Kit-shan, nephew of the late Chao Lok, and others, signed the new contract for the monopoly with the reversion clause insisted therein.

In view not only of the agreement for the letting of the farm, but also by virtue of the original deed of assignment of the property, the Government claims the reversion of the property to the Crown.

It is stated here that the lawyers will make the most of the case, and as regards the confiscation of the deposit money of \$100,000 of which they will, it is alleged, a case of *force majeure* in support of their clients' case for a return of the forfeited security.

BANDMANN DRAMATIC COMPANY.

"IT'S NEVER TOO LATE TO MEND."

8th inst.

Last night, the above Company gave "It's Never Too Late to Mend," a powerful play with a purpose. The play again a spite, although it is, despite the hardly encouraging fact of having to play to a poor house, the Company's interpretation of the piece sustained the interest of the house from the rise of the curtain to the conclusion of the piece.

The piece produced last night requires all the sensibilities and conscience of the actor, craft, and that these were attained by the Company, those present last night had ample means of judging. Miss Florence Dalton appeared in the character of Susan Merford, the only female part in the story. Miss Dalton's interpretation throughout of the noble-minded maid who sustained her reputation she had already earned of supporting the most difficult situations with natural ease. Miss Lillian Lloyd played the boy-part of Joseph, her acting being of a brilliant order. Her apostrophe was delightful. As Tom Robinson, the hero of the piece, Mr. Henry Dallas again added to his fast-increasing laurels, and his dashing recklessness of the sinner found a noble exponent in Mr. Dallas.

10th inst.

"CONNIE THE SHAUGHRAUN."

In "Connie the Shaughraun," the pretty Irish play by Dion Boucicault, the Bandmann Dramatic Company made a happy selection, for undoubtedly proved one of their most successful productions. There was again a poor house on Saturday night, but this did not in the least detract from the excellence of the production as the interest of the house was well sustained from start to finish.

Mr. Henry Dallas appeared in the title-part and was the soul of the piece. Mr. Sidney Pease impersonated Father Dolan, his scenery using being carried by a careful recognition of the character. As Corry Kincheler, Mr. A. Alver again seen to good advantage; while Mr. R. H. Stephenson as Harvey Duff was in the element. Mr. Edward Granby's Capt. Molloy was distinctly good, the part being played with the necessary restraint. Mr. W. R. Riley as Robert Ffolliott was superb; while of the ladies Miss Florence Dalton as Claire Ffolliott, Miss Edna Earle as Anna O'Neale, Miss Minnie Rayner as O'Kelly, Miss Lillian Lloyd as Moya, and Miss Fie Hamilton as Nancy were all alone in their respective parts and all supported the principals.

11th inst.

"EAST LYNNE."

Last night, at the Theatre Royal, that matinee version of the famous work which made the name of the famous Wood a household word was successfully essayed by above-named Company. There was a somewhat larger audience than on previous nights and during the evening, it was noticed that several touching situations in which the play abounds moved many to tears and handkerchiefs were used freely during the progress of the play.

The story is too well-known to require synopsis, Miss Florence Dalton appeared in parts of Lady Isabel and Madame Verel, her able interpretation of the part at once endeared her as an actress of the highest capability of her craft. She played with capability and pathos which enlisted the sympathies of the audience, and when she is in the death-chamber of her boy when she is obliged to tear off assumed disguise was particularly good, and evinced the emotional faculties of an auditorium to addegree. As Archibald Campbell, Mr. Henry Dallas was again seen to excellent advantage. Mr. Sidney Pease as Sir Percy Levison was in his element. Mr. Alec Alver as Lord Mount-Severn was distinctly good. The parts of Mr. Harre and his son Richard were entrusted to the capable hands of W. R. Riley and Mr. Edward Granby. Harold Roberts as Sergeant Bullock, of Country Police, was very noticeable for consistent merit. As Barbara Harre, Miss E. Earle was seen to good advantage and so on. "Whisper Other Lips and Other Hearts" was much admired. Miss Lillian Lloyd as Air Hallion invested her acting with her own charm and grace. As Cornelia Carlyle, Miss Minnie Rayner was seen at her best; a special mention must be made of little Gladys Lord who played the part of W. Carlyle with a natural naïveté which was charming to a degree. The other parts were all good in their respective parts.

[From Our Own Correspondent.]

Canton, 8th May.

The Canton Anti-Opium Association has issued a notification for public information of which the following is a free translation:—

"From the 11th of this moon (the 30th April last) the regulation regarding the distribution of wooden board licences to opium smokers has actually come into operation, and thereafter nobody will be allowed to buy opium of or smoke opium without the necessary licence. In the regulation approved by the Imperial Government for the institution of Deliberative Councils, opium smokers will not be permitted to be nominated at the elections as members for such Councils, as they are considered to be men of no use. At present the Government Anti-Opium Bureau has exercised its utmost energies to the enactment of the evils of opium-smoking to a much stricter rule should now be enforced, by which one and all of the opium smokers are required to rid themselves of their habit within the period of one year. Should any one fail to observe this rule, he should not be recognized by his clan people and he will be deprived of all privileges in the country. While in the city of Canton, the following regulations are now put into force: 1. No opium smoking apparatus is allowed to be kept in any business establishment or within any family house. 2. Should any employee be addicted to the drug, he should be discharged, if he fails to rid himself of his habit at the expiration of one year. 3. Should any employee be found smoking opium not by force of habit but for fun, he should be dismissed at once. 4. Should any one receive a friend who may even be a licensed smoker, he cannot let him (the guest) smoke at his place, unless permission has been obtained from the police officials. 5. If any one be found buying opium without the necessary licence, the police should at once be informed to arrest the offender."

All of our people should realize the importance of the anti-opium campaign. The Imperial Government has signed an agreement with the British Government to the effect that if after a period of three years, China is unable to secure the desired prohibition of opium smoking, China will be required to pay an indemnity. Now the period of three years is fast approaching its expiration, if drastic measures are not enforced to put down the evil of opium smoking, when the time comes, all our people will be responsible for the payment of whatever indemnities that may be demanded, and not the smokers only. It is therefore the duty of all our people to do all in their power in the interest of the anti-opium propaganda.

A meeting has been arranged to take place on the 15th day of this moon (the 8th instant) when the Taotai of Constabulary and Taotai Hui, the director of the Association, will be present, and a body of detectives will then be formed. The detectives when recruited will be empowered to search and arrest any person found offending against the anti-opium regulations.

THE PENALTY FOR KIDNAPPING.

The kidnapping of eight-year-old Willie Whitla from a public school in Sharon, Pea, U.S.A., and the extortion of a \$10,000 ransom by the kidnappers under a threat to murder the child have stirred against this particular form of crime and have moved the legislatures of many States to a discussion of severer penalties than those now provided. The question is not without special interest in Hongkong where kidnapping among the lower class Chinese is practised as an art, as may be recalled from the report of a case appearing in these columns the other day. In Pennsylvania, where the punishment is now imprisonment for life, the lawmakers are considering the wisdom and expediency of making it death. By the provisions of a bill introduced in the House of Representatives by Congressman Rodenbush of Illinois, kidnapping within the District of Columbia would be made a capital offence. "The fact is," remarks this paper, "that beneath our veneer of gaiety, our love of display, a apparent carelessness, the love of children and the guiding motive of all our existence, the poor and the rich alike have resorted to kidnapping as the worst type of villainy, says the *Chicago Tribune*, which thinks that death would be none too good a penalty for this kind of crime, and moreover it is getting to be altogether common in America. Among other papers which would approve a capital sentence are the *Buffalo Express*, the *Baltimore Sun*, and the *New York American*. Says the *New York Evening Mail*: "Because of the violence it does to human affections, and its secondary effects on the family of the kidnapped child; it is recognized that this is one of the most heinous of offences. It is an attempt to coin money out of the agony of parents. Often the doubt and suspense are far worse for them than the death of the child in their own homes by natural causes would be. The father's blood is interrupted and may be broken up, while another takes to her bed with nervous prostration. She may become insane. Even if the little one is restored unharmed, the mother's health may be permanently gone."

ADMIRAL LAMBTON IN TOKYO.

ENTERTAINED BY ADMIRAL TOGO.

On the 5th instant, at noon, Admiral Togo gave a dinner at the Mito Club in honour of Admiral Sir E. H. Lambton, Commander of the British Squadron on the China Station, and officers of the 5th Squadron, about 30 in all. Besides the guests of honour, there were present Admiral Saito, Minister of Navy, Admiral Kato, Vice-Minister of the Navy, Admirals Kamamura, Nakamizo, Mitsu Shimamura, and officers. In the course of the function Admiral Togo proposed the toast to the British Navy and the health of Admiral Lambton, who suitably responded. At a quarter of eight the gathering proceeded to a reception at Count Katsura at his residence—*See Chronicle*.

RETURN of visitors to the City Hall, Library and Museum for the week ending the 11th May, 1909:—

	Library	Museum
Non-Chinese	1,451	1,584
Chinese	2,510	2,579
Total	3,961	4,163

ENTERTAINED BY ADMIRAL TOGO.

On the 5th instant, at noon, Admiral Togo gave a dinner at the Mitsui Club in honour of Admiral Sir Hedworth Lambton, Commander of the British Squadron on the China Station, and other officers of the Squadron, about thirty in all. Besides the guests of honour, there were present Admiral Sato, Minister of the Navy, Admiral Kotu, Vice-Minister of the Navy, Admiral Kanamara, Nakamizu, Minu, and Shimamura, and officers. In the course of the function Admiral Togo proposed the toast of the British Navy and the health of Admiral Lambton, who suitably responded. At 2 p.m. the gathering proceeded to a reception by Count Katsura at his residence. —*Yokohama Chronicle.*

RETURN of visitors to the City Hall Library and Museum for the week ending the 31st May, 1909:—

Non-Chinese	451	186
Chinese	358	2,526
Total	799	2,712

China's Sorrow.

FLOODS ON THE WEST RIVER.
[From Our Own Correspondent.]

Canton, 13th May.
Owing to the heavy and continuous rain during last week, which has caused the West River to swell over twenty feet above the normal level, yesterday the embankments of the Wing Fung Wai in Samshui district gave way and the water rushed over the land in large volumes, driving the inhabitants to the hills for refuge. The villagers sounded gongs all day as warnings to collect together and work strenuously to repair the broken dykes by means of wooden planks and gunny bags filled with sand. The houses in the lower levels have been flooded to the extent of a few feet and considerable damage has been done. The dykes in the riverine districts along the West River are now all in danger of being broken and should the weather remain unfavourable for one or two days longer, it is feared that last year's disastrous floods which swept the country will be again repeated on this occasion.

The Central Relief Committee yesterday sent out two parties, one on board the launch *Kong Tung* to the North River and the other on board the *San Chuan* to the West River with a quantity of necessary articles and food stuff to assist the flood sufferers.

The Viceroy also deputed a waiyuan to proceed up the West River to make an inspection of the dykes and to ascertain the extent of the floods. He also brought with him 1,000 gunny bags to the flooded districts on board the Government launch *Chai Tai*.

DYKES BADLY DAMAGED.

FURTHER PARTICULARS OF THE FLOODS.

Canton, 13th May.
A telegram has been received from Samshui to the effect that after the embankments of the Tsun How Wai in Lo Pao gave way, the villagers made their way to the hills to the number of over ten thousand in a most pitiable state, and are now waiting for urgent relief. The Samshui Magistrate has bought fifty sheets of rice from Samshui and personally proceeded by launch to the flooded areas to distribute the rice to the sufferers. The Tsun How Wai was broken in three different places, one measuring 600 feet and the others from one to two hundred feet. Up to the present, several hundred houses have been swept away and a number of lives lost while the people were engaged in repairing the broken dykes. A large number of houses in Samshui district were temporarily almost under water.

Representatives have been received by the Relief Committee at Canton from the flooded districts of Samshui, Ching Yuen, Sze Wai, Ko Yiu, Ko Ming, Lo Ting, Sun Kung, Namhoi and others to apply for supplies of rice in aid of the sufferers. Yesterday, the Shan Hou Chu placed two Government steam launches at the disposal of the Central Relief Committee to convey relief emissaries to the flooded districts.

The prefecture of Weichow has also been visited by floods in the districts of Po Lo, Shek Lung, and others along the East River, where all paddy fields are at present under water. The water rose up as high as the door-ways in a short space of time and caused several houses to collapse. The unfortunate victims were obliged to part with their valuable articles in pawn-brokers in order to purchase rice which they brought to the hills or high roads in which they sought shelter.

RELIEF MEASURES.
The Relief Committee are busily engaged in boiling congee for distribution to the sufferers.

FASHION UNDER WATER.
The town of Fataha also suffered from the ravages of the floods. The houses and streets were inundated by several feet of water. Since the day before yesterday the water has gradually subsided to about a foot and are expected to wholly subside before long.

"ASIRIA" CHANNEL.

THE HUANGPU CONSERVANCY WORK UNDER TEST.

As duly announced in our columns last week H.M.S. *Asiria*, which left Shanghai yesterday (5th inst.), made her exit from the Huangpu through the new Junk Channel in order to test the progress of the Huangpu Conservancy work. That the attempt may fairly be described as a complete success is all the more gratifying, not only in view of the despondent predictions which have been made, but because the Conservancy is at present working at a disadvantage in that it cannot avail itself of the full strength of the stream until the Ship Channel is closed. That cannot take place until the passage through the Junk Channel is spacious enough to take the whole stream, so that for the moment the full depth has to be provided with something like half the full amount of water. As the *Asiria* draws 23 ft. of water when steaming at average speed, yesterday's test was a fair indication of what has been done already.

The *Asiria*, under the command of Capt. F. E. Ryan, R.N., left Shanghai about eleven o'clock in the morning, attended by the torpedo-boat destroyers *Whiting* and *Hari* and the tender *Alexandra*. On board there was a party of visitors, including Capt. H. P. Heard, of H.M.S. *Cadmus*, M. Ratard, Consul-General for France, Capt. W. A. Carlson, the Harbour Master, Capt. P. Markwick, R.N., H.M.S. *Cadmus*, Mr. G. M. Wheelock and Mr. A. G. H. Carruthers, Secretary to the Huangpu Conservancy.

At the top-end of the Channel, between Chai Jai Island and the great bank which showed the depth of water was 24 ft. But this was probably due to the fact that the *Asiria* approached the bank somewhat closely. Nearer to the island she would have had more water. From this point, however, at which Captain Carlson took charge of the piloting, the *Asiria* never had less than 28 ft. This depth was found abreast of the old Customs bulk *Whiting*. The soundings just before this point were called out from 34 ft. upwards and it is worth remarking that the 20 ft. depth was found where it had been anticipated that there would be least water, and where any difficulty that might be encountered was expected to be found. No hitch, however, occurred, and the cruiser steaming at a round pace, passed beyond the Outer Bar without any sign of a hitch.

On coming to anchorage Capt. Ryan entertained his guests toiffin and the toast of success to the new channel, proposed by the host, was very heartily drunk. Early in the afternoon the guests returned to Shanghai by the *Alexandra*, which again passed through what may now fairly be named the *Asiria* Channel.

AMONG recently elected members of the Royal Society, Capt. F. E. Ryan, R.N., of the *Asiria*, and Mr. G. M. Wheelock, of the *Asiria*, were elected.

THE CANTON-MACAO RAILWAY.

According to a Peking message, the Portuguese Minister in Peking has refused to rescind the Canton-Macao Agreement and demanded that two further conditions be added, viz., that China shall not construct another line competing with that railway, and that the dates of the commencement and completion of the construction of the railway shall be previously fixed. The Board of Posts and Communications has now requested the Wai-wu-pu to oppose the new conditions and to insist on the cancellation of the agreement as originally mutually agreed upon.—*Shanghai Times*.

THE HIPPODROME.

The growing popularity of the Hippodrome Circus and Menagerie as a place of high-class entertainment is nightly testified to by large audiences which make their way to the spacious tent erected at Causeway Bay. The Hippodrome have now commenced their second change of programme, and last night, there was another large audience present, who were thoroughly delighted with the numerous daring and skilful feats. Besides the usual feats of skill with which the names of Mookjee and the Mysore troupe are synonymous, several fresh tricks have been added to an unusually strong programme. Miss Ashby continues to enjoy popularity with her graceful wire-walking and balancing, the equestrian performances have lost none of their charm, the clowns produce side-splitting laughter with their endless store of fun, while last, but not least, Professor Urban thrills astonished spectators in his sensational appearance among wild beasts.

To-night, the Hippodrome Circus and Menagerie will give a special performance under the distinguished patronage of H.E. the Governor, Sir Frederick Lugard. On this occasion, the management announce their intention to devote one-third of the proceeds to local charities, and this fact alone should be sufficient to justify a bumper house. Peak residents will be glad to learn that arrangements have been made for late cars to run to the Peak after the performance.

HONGKONG GYMKHANA CLUB.

SECOND MEETING.

The programme of the second meeting to be held at the Happy Valley, on Saturday, 29th inst., (weather permitting) is as follows:
1. 10.30 p.m.—FIVE FURROWS FLAT RACE.—For subscription griffins of any season which have not won an official race. Weight for inches as per scale. Unplaced runners at official meeting, 1909 allowed 3 lbs. Winner at 1st Gymkhana to carry 10 lbs. extra. To be ridden by jockeys who have not won an official race in Hongkong, or China. Entrance fee \$5. 1st prize presented: 2nd prize: \$25.00. Entrance fees to go to winner.
2. 3.30 p.m.—WELTER RACE. HALFA MILE.—For all China pony hacks or polo ponies. To be ridden by jockeys who have not won an official race in Hongkong, or China. Entrance fee \$5. 1st prize presented: 2nd prize: \$25.00. Entrance fees to go to winner.
3. 4.10 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 100 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. extra. The Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes. At the gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulate up to 15 lbs. Entrance fee \$5. and Prize \$5. (Half entrance fees to go to winner).
4. 5.30 p.m.—TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, composed of three men, representing any recognized unit or club in the Colony. Three small cups to be presented to winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points all meetings included. In competing for the small cups a comparatively small number of points represent the same unit or club on each and every occasion, but if competing for the aggregate trophy he can only represent one unit or one club during the season, that is to say he must continue to compete for the unit or club first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three complete meetings.
Points will be awarded as follows:—
1 for each carry, say per team 9 points
2 for a carry under 20 yards 3
3 for a touch 3
4 for speed 3
5 for style 3

A dropped spear disqualifies the team for the run concerned.

N.B.—Style means the proper and workmanlike handling of spears and the synchronizing working of a team. Points will be deducted from a team should the judge observe any member carrying his spear in a dangerous and unsportsmanlike manner.

The judges will deduct points if in their opinion a team is moving at too slow a pace. (To avoid delay, each team must be ready to compete, when called upon to do so by the starter. Any team not ready will be disqualified. Teams will run in order mentioned on the programme).
5. 5.50 p.m.—ONE MILE FLAT RACE.—For subscription griffins of season 1908-09. Weight for inches as per scale. Winners of one race at 1909 meeting 7 lbs. extra; two or more races 12 lbs. extra. Winner at 1st gymkhana to carry 10 lbs. extra. Winner at this meeting 7 lbs. extra. Penalties accumulative. Unplaced ponies at 1909 meeting allowed 2 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5.00. First prize: Presented. 2nd prize: \$25.00. Entrance fees to go to winner.
6. 5.50 p.m.—ONE AND A QUARTER MILE FLAT RACE.—Handicap.—For all China ponies. Entrance fee \$5. (1st prize) presented. 2nd Prize \$25. Entrance fees to go to winner.

At 4 p.m. on the 1st instant a guard-boat named *Kwong On* was lying at a place called Fung Tsau Sha, in the district of Samshui, on the West River, when she was suddenly boarded by a gang of robbers, who, besides wounding four of the soldiers on board, removed all the rifles which were on board the patrol-boat at the time. Admiral Li Chun has been informed of the occurrence.

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RISING OF OUTLAWS.

Late in the evening of Saturday last, 10th inst., H.E. Viceroy Chang received an urgent telegram from the Governor of Kwangsi (H.E. Chang Ming Ki) to the effect that a rebellion had broken out at Tiao Kong and Wat Lum, where a number of officers belonging to the land forces joined the outlaws. In the telegram, the Kwangsi Governor stated that he is in urgent need of reinforcements and requested that a large body of troops be sent to the scene of disturbance without loss of time to suppress the rebellion. The Viceroy in receipt of the telegram, at once sent for the Provincial Judge Wei Ching Tung at his residence and instructed him to immediately proceed with troops to the spot and to personally superintend his men to put down the rebellion.

LIUENANT TARTAR GENERAL.
A telegram has been received from Peking that the newly-appointed Canton Senior Lieutenant Tartar General Chao has left the Capital on the 4th instant for Hankow by train en route for the South to take up his new appointment.

A PATRIOTIC CHINESEMAN.

Mr. Chan Wai Po, a well-known citizen of this city, who proceeded to the Straits Settlements last year on the settlement of the West River patrol question, to invite subscriptions from the Chinese residents there with a view to promoting Chinese navigation and industries, has now returned to Canton. It is ascertained that Mr. Chan has succeeded in collecting subscriptions from the Chinese residing abroad to the amount of some \$4,000.00. Mr. Chan called on the Viceroy yesterday, and engaged in a long conversation which lasted over an hour. Mr. Chan has informed H.E. Chang of the patriotic feelings of his fellow-Chinese abroad which have actuated them towards donating handsome subscriptions.

AN IMPROMPTU MELÉE.

Last evening, at the new theatre on the new bank, a fight of a somewhat serious nature took place between the gate-keepers and a number of rowdies who attempted to enter the theatre by force without paying for their admission. In the engagement between the functions about two dozen men on both sides were more or less injured. A number of policemen, who were summoned to restore order, were also injured.

ANTI-OPIMUM CAMPAIGN.

The Taoist of Constabulary (Wong Ping Pit) has now created a body of detectives consisting of twenty-two members, in connection with the anti-opium campaign. Taoist Wong appears very energetic in pushing forward the anti-opium propaganda.

CANTON-HANKOW RAILWAY.

The number of passengers and the amount of the daily collection in fares by the Canton-Hankow Railway for the first ten days of the 3rd moon are as follows:—

	Number of passengers	Amount collected.
1st day	4,194	\$778.50
2nd day	4,464	\$790.30
3rd day	4,433	\$774.05
4th day	4,634	\$808.55
5th day	4,235	\$800.05
6th day	4,393	\$730.25
7th day	3,974	\$696.79
8th day	3,783	\$657.90
9th day	3,840	\$660.85
10th day	3,387	\$592.05
Total	41,408	\$7,393.80

The total amount realized during the period was \$8,110.01, of which \$716.21 were collected from freight on goods carried by the railway.

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ACCIDENT TO A JUNK.

At 4 p.m. on the 10th instant a junk engaged on the Canton-Fatshan run, on her trip to Fatshan with a number of passengers and a quantity of cargo on board, came in collision with a floating wood raft at Sun Chung How. Owing to the strong current which was running at the time, the junk was considerably damaged, the pole of the raft piercing the former's hull. In a short space of time the junk foundered. Fortunately, no lives were lost. Some of the goods on board the craft were lost as a result of the accident.

A NUMBER of German firms in China; more especially at Hankow, have petitioned the Imperial Government to the effect that the purchase of landed property in German settlements by outsiders should not be interfered with by draconian orders. The East Asiatic Society has supported the request, with the object of furthering the development of German settlements in China.

CANTON DAY BY DAY.

ROBBERS ATTACK A GUARD-BOAT.

[From Our Own Correspondent.]

Canton, 8th May.
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RISING IN KWANGSI.

TROOPS DESPATCHED TO SCENE OF REBELLION.

[From Our Own Correspondent.]

Canton, 13th May.
The Canton Provincial Judge, H.E. Wei Ching Tung, accompanied by Expectant Magistrate Mr. Chan Tak Cheung and Mr. Li Hi, left here to-day on board the gunboat *Kwong On* with a detachment of troops for Kwangsi for the purpose of suppressing the rebellion in Wat Lum and Tiao Kong. During the absence of H.E. Wei, the Kwangchow Prefect Ko Kun Cheung will be in charge of his Yamen, as instructed by the Viceroy. The above mentioned official embarked at the Government Tien-tsi Wharf, where he was accorded a hearty send-off and wished every success in his expedition.

A MEDICAL COLLEGE FOR PEKING.

Recently, says a Chinese report, the British Minister in Peking approached the Wai-wu-pu with a proposal to found a Medical College in Peking, the purpose of which would be to spread medical knowledge in China for the conquest of human pain and disease. He agreed that the institution, when formed, should be under the Chinese Educational authorities and the offer was accepted by the Wai-wu-pu. It is stated that the British Government has provided \$50,000 for the endowment of the College and has also directed the Minister in Peking to address the Wai-wu-pu formally on the subject.—*N. C. D. News*.

HONGKONG UNIVERSITY SCHEME.

FURTHER SUBSCRIPTIONS.

Following are the amounts subscribed since the publication of the last list:—

Already acknowledged	\$13,950
Cheng Yuen	1,000
Cheng Yuen	1,000
Yu Yat-yun	500
Ming Kee	500
Cheng Loong	500
Wong Shiu-ke	500
Kat Cheong	200
Total	\$16,150

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co., write on 7th instant:—

Our market has continued very firm during the week and nearly all stocks show a hardening tendency, Whampoa Docks being almost the sole exception.

Banks.—Hongkong and Shanghai Banks are slightly easier and have been sold at \$945, and more can probably be had. The London rate is unchanged, viz. £10/10.

Marine Insurances.—Cantons have hardened to \$100 at which rate there are firm inquiries. North China are in demand in the North. Tis. 104 ex the interim dividend of 7/6 per share paid on the 1st inst. Unions have risen to \$325, and have been dealt in at the price. Yangtzes are on offer at \$35.

Fire Insurances.—China Fires continue firm and are wanted at \$100. Hongkong Fires have strengthened to \$337, but at the close there are sellers.

Shipping.—China and Manila have further weakened and are neglected at \$11. Douglases can be placed at \$36. A further rise in Hongkong, Canton and Macao Steamships has taken place, and sales have been made at \$34 and \$34. Indo-China have changed hands at \$70 and might possibly be obtained at a lower price. Sell Transports have receded to \$76, but at this price buyers prevail. The London price is also lower. Star Ferries (old) are required for \$25 without inducing sellers. The new shares are also wanted at \$15.

Refineries.—China Sugars are steady at \$137. Luzons are neglected at \$16. According to latest mail advices to hand from the North, Perak Sugars have experienced a substantial rise, and close with buyers at \$15.60.

Mining.—Chinese Engineering have changed hands at \$18, ex the interim dividend of 1/6 per share paid on the 1st inst. Raubs have changed hands at \$7.90.

Docks, Wharves and Godowns.—Kowloon Wharves are in strong demand and after sales at \$55 are now wanted at \$56. Whampoa Docks have weakened to \$5, and are on offer. Shanghai Docks have declined to \$15, at which rate sales have been effected. Hongkong Wharves have dropped to \$1.66, but there are buyers at the rate.

Land, Hotels and Buildings.—Anglo-French Lands are wanted in the North at \$101, while Central Stores have been sold at the slightly improved rate of \$183. Hongkong Hotels are now quoted at \$7 for the old shares, ex new issue, and \$2 for the new shares. Sales of the latter have taken place. Hongkong Lands have strengthened to \$101, with buyers. Humphreys Estates can be placed at \$9, and West Points at \$44.

Cotton Mills.—Hongkong Cottons are firmer and wanted at \$81. Ews are on offer at the reduced rate of \$121. According to latest mail advices to hand changes in other Northern Mills are

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

THE Ministry of Finance has estimated the total receipt of duties in China at Tls. 14,000,000 a year.

THE Waiwupo has asked the Throne to issue special credentials and an official seal for the Macao Boundary Commissioner.

THE Ministry of Agriculture, Industry and Commerce has submitted for Imperial approval a set of regulations for improving forestry in China.

ANOTHER police was arrested last Sunday for trespassing in the Army Ordnance Department yard. He was fined \$50 in the Police Court, on Monday.

REGULATIONS for the making of a new grave for maintaining or repairing an existing one in the New Territories are published in the Government Gazette.

PRINCE SU has telegraphed to make inquiries in regard to the Chinese residents in the south Pacific islands who are offering contributions for the Navy reorganization.

THE Grand Councilors have been in conference on the question of appropriating money from the Privy Purse to build railways from Peking, Tientsin to Tsunhsu.

A CORRECTED copy of the register of medical and surgical practitioners qualified to practice medicine and surgery in this Colony is published in the current issue of the Gazette.

ORDERS have been placed by the Chinese authorities with a firm at Canton for the construction of a few light draught steamers, which are intended for navigation on the Sungari River.

WE are kindly informed that the total output of the Chinese Engineering and Mining Co., Ltd., three mines for the week ending April 24, 1909, amounted to 29,237.95 tons and the sales during the period to 27,587.43 tons.

THE memorandum, which has been submitted by the Kwangtung officials in Peking, setting out the circumstances of the Portuguese encroachments in Macao, has been forwarded to the Viceroy at Canton for his perusal.

THE body of the woman, Lau Fuk, who jumped into the harbour the other day from the steamer *Fathian*, in order, so it was alleged, to avoid her kidnappers, was picked up in the harbour by the water police last Monday morning.

HIS Excellency the Governor has been pleased to appoint Dr. John Bell to act as Principal Civil Medical Officer during the absence on leave of the Honorable Dr. J. M. Atkinson, until further notice, with effect from the 4th inst.

MR. A. W. H. Beilingham, engineer to the British Municipal Council at Tientsin, has been nominated by the Chinese authorities to succeed Mr. C. W. Kinder, late general manager and engineer-in-chief of the Imperial Railways of North China, Tientsin.

THE first League match was played between the Lusitanian Recreation and the Y.M.C.A. at Canton Bay last week, and resulted in a win for the former by 13 games. The following represented the L.R.C.—P. Rosa, E. Noronha, J. Remedios, H. Ilyndman, E. Leitao, and P. Yvanovich.

HIS Excellency the Governor has been pleased to appoint, provisionally and subject to His Majesty's pleasure, the Honorable Mr. A. W. Klein to be a member of the Executive Council, during the absence on leave of the Honorable Dr. J. M. Atkinson, until further notice, with effect from the 5th inst.

A SHROFF, Fung Kam Shueung, of the I On Bank, 107, Wing Lok Street, was charged in the Police Court last Monday with behaving in a disorderly manner in Messrs. Shewan, Tomes and Company's office; with assaulting the watchman; and with doing certain damage to the brass railings in the office. The case was remanded.

THE agitation that is being made against the establishment of a Chair of Commerce in the Tokio University is in no way abated. The negotiators claim that the status of the Tokio Higher Commercial School should be enhanced instead. One half of the School was burnt down on 30th inst. This, it is believed, is the work of an incendiary.

JUST before the noon hour last Wednesday an accident, which might have been attended with more serious results, occurred in Queen's Road Central. A ricksha coolie was seated on the footboard of his vehicle awaiting a fare, while close to him a number of workmen were engaged in placing into position a telephone pole. Suddenly the pole slipped from the hands of the workmen and fell on the ricksha coolie's legs. The coolie was sent to the Government Civil Hospital, by Inspector Fenton, suffering from what is believed to be a broken leg. His condition is not considered serious.

CONNAUGHT Road Central was the scene of a little bloodshed last Friday afternoon. Lai Tak and Chau Sing, coolies, were sauntering eastwards, when a shop *fok* named Chan Chau bumped into them while turning a corner. Chan was violently pushed away. The *fok* said it was all an accident. This led to more palaver, resulting in the *fok* receiving a smack on the head with a pole. When blood began to flow, the coolie tried to beat a hasty retreat, but friends of the *fok* were at hand and they were plied. The pair were charged in the Police Court, on Saturday morning, and a fine of \$2 each was imposed.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, 1909, as certified by the managers of the respective banks:

Banks.	Average Specie in Amount.	Reserve.
Chartered Bank of India, Australia and China, \$3,565,615	\$2,700,000	
Hongkong and Shanghai Banking Corporation, 12,814,940	23,000,000	
National Bank of China, Limited, 54,577	nil.	
Total, 18,435,132	23,000,000	

BECAUSE a house is unoccupied does it follow that the fittings are the property of all and sundry? This was what Lam Wai thought. For a long time past a house at 73, Kowloon City Road, has been untenanted. Lam was aware of this fact and about one o'clock this morning (8th inst.), after arming himself with the business end of a screw-driver, started out to inspect the building. The inspection did not last very long, before Lam began to remove the panes from the windows with his implement. He secured seven panes and was making violent efforts to extract the ninth, when Policeman Shuen grabbed him from behind. The officer had been watching operations for a while. When the wily Lam figured before Mr. F. A. Zee, he pleaded guilty, and was sentenced to six weeks' hard labour and six hours' stocks. Lam received his medicine without a murmur.

TWO boatmen were fined \$10 each at the Magistracy to-day for landing wine during prohibited hours at the cattle wharf, Kennedy Town.

AMONG Eyster distinctions conferred by the Tsar is that of the First Class of the Order of St. Anne given to M. Malevsky-Malevitch, Ambassador in Tokyo.

SIR Frank Swettenham has accepted the position of Chief of the Royal Commission which is shortly to be despatched to Mauritius to inquire into the conditions in that Colony.

At a meeting of the Directors of Lane Crawford & Co., Ltd., it was decided, subject to audit, to recommend the payment of a dividend at the rate of 10 per cent for the year ended February 28, 1909.

TWO unemployed "boys" were each given three months' hard labour and three hours' stocks in the Police Court, to-day, for receiving a gold ring with diamond valued at \$100, the property of Mrs. Weigal, at Kowloon on the 12th inst.

INSPECTOR Withers and Sergeant E. Fox, of the Hongkong Police Force will leave the Colony in a few days' time for the homeland on a well earned holiday. They will sail on the 25th instant, by the French mail steamer *Oceanic*.

WE are courteously informed that the total output of the three mines of the Chinese Engineering and Mining Co., Ltd., for the week ending 1st May, 1909, amounted to 30,215.95 tons and the sales during the period to 25,518.30 tons.

TWO men an earth coolie and a grass cutter, who were found guilty in the Police Court, last Thursday, of cutting down a tree at Pok-fu-lum, near No. 6 Bridge, on Wednesday, were each fined \$25. The alternative was two months' imprisonment each.

ALL the fifteen members and ex-members of Parliament, including some who have resigned their seats and four ex-members, who were apprehended in connection with the Japanese Sugar Scandals, have been found guilty at a preliminary investigation and their cases have been referred to trial.

COLONEL Bob Love, of Harnston Circus fame, who has just recovered from an attack of small-pox, contracted in Manila, is in town meeting old acquaintances. He arrived this morning by the steamer *Zeus*, and looks like his old self, notwithstanding the illness he went through. Colonel Love proceeds to Shanghai to-morrow to join the Company.

BREVET-COLONEL H. G. Fitton, D.S.O., Queen's Own Royal West Kent Regiment, who was promoted to the command of the 2nd Battalion when it was stationed at Hongkong, will retire from the command of the battalion in Bangalore in August next under the four years' rule. It is stated that he will get a staff appointment in India in due course.

A MEMORIAL tablet in bronze has been unveiled at Rotterdam in the house where Ferdinand de Lesseps lived from 1838 to 1839, when he represented France there as Consul. The Rotterdam Lloyd, which some time ago celebrated its 25th anniversary, thus honoured the "Creator of the Suez Canal," to whose initiative traders to and from India are so much indebted.

ON the 16th April last a man named Ip Chik Fuk (with aliases innumerable) was banished from the Colony for five years. It was not the first time that Ip had been deported—this will record his third occasion. Last Wednesday afternoon, while a warder of the Victoria Gaol, Noor Ahmed, was off duty, he spotted Ip in Connaught Road, and, needless to say, considering there is a \$10 reward offered for the arrest of persons returning from banishment, he placed him under arrest. Ip pleaded guilty to the charge in the Police Court, on Thursday, and was sentenced to six months' hard labour and six hours' exposure in the stocks.

ALI MAHOMMED, a seaman, in the employ of one of the Apcar steamships, is charged in the Police Court, yesterday morning, with assaulting one Wong Leung, an opium diwan keeper, of 6, Cheung Hing Street, and with doing damage to property to the extent of seventy cents. A quarrel, it would seem, took place between the Chinaman and the latter, with the result that the latter struck the Celestial in the face, and in his "white" heat, dashed some opium-smoking paraphernalia. On the first charge he was fined \$5; on the second count \$1, and also ordered by the Magistrate to pay the complainant one dollar compensation.

A FITTER, Lo Lu, belonging to the steamer *Shui Sang*, was charged before Mr. F. A. Zee, last Saturday, with larceny on the high seas. The steamer was on her way from Singapore to Hongkong, when on the 3rd inst. a passenger discovered that he had lost a pillow box containing jewellery, money and clothing to the value of \$28. He suspected the fitter, he said, and approached him. In his presence the passenger alleged the fitter threw everything overboard, except a piece of red cloth which he kept. This the fitter denied. Would he be such a fool, he asked, as to steal such a valueless piece of cloth and keep it, while he threw the jewellery overboard? It was ridiculous, he added. The case continues.

PRESIDENT Taft has appointed Mr. W. W. Rockhill United States Ambassador to Russia. Mr. Rockhill has been United States Minister to China during the past few years. He has been in the diplomatic service for many years. He began his career in the American Legation at Peking as long ago as 1884. While on duty there he managed to make several extensive trips through various parts of the empire and acquired a great store of information on things Chinese. He wrote much on Oriental subjects and passed from Peking to a place in the clerical force of the State Department. In 1897 Rockhill became United States Minister to Greece. This post he resigned after two years and accepted special missions to the Far East for two years. From 1899 to 1905 he was Director of the Bureau of American Republics. Since the latter date he has been Minister to China.

A TALLYMAN and a boatman were sent to gaol by Mr. J. H. Kemp, in the Police Court, last Wednesday, the former for theft and the latter for assisting him in the act. The tallyman, it would seem, was in the employ of Messrs. Gilman and Company, and towards the end of last month he was sent to take delivery of a number of cases of umbrellas. The tallyman went to the godown and took away five cases, four of which he turned over to his employer, while he retained the other case. This he gave to the boatman to conceal in his boat. Several days later the tallyman took away the umbrellas, and sold them. As compensation he presented the boatman with \$50 and six umbrellas. The case of umbrellas was valued at \$200. The tallyman was sent to gaol for six months and four hours' stocks, while the boatman received two months' imprisonment. Mr. F. C. Barlow appeared for the accused.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,500,000 \$16,000,000	\$2,006,234	Final of 1/2 and bonus of 1/4 for 1908 @ ex 1/8 = \$35.024	5 1/2 %	\$950 buyers London 2 1/2 %
National Bank of China, Limited	99,915	£7	£6	£4,000 \$150,000	\$10,253	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$328,757 \$117,990 \$125,000 \$191,747 \$12,277 \$8,000,000 \$100,000 \$101,148 \$68,609 \$2,000,000 \$24,415 \$199,064	none	\$14 for 1907	7 1/2 %	\$107 1/2 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 100,000 Tls. 210,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 104
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$191,148 \$101,148 \$68,609 \$2,000,000 \$24,415 \$199,064	\$2,404,931	Final of 1/2 making \$27 for 1907 and interim of \$30 for 1908	5 1/2 %	\$24 1/2 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,500,000 \$191,148 \$101,148 \$68,609 \$2,000,000 \$24,415 \$199,064	\$707,697	\$12 and bonus \$3 for 1907	7 1/2 %	\$23 1/2 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$50	\$1,500,000 \$191,148 \$101,148 \$68,609 \$2,000,000 \$24,415 \$199,064	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$100 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$191,148 \$101,148 \$68,609 \$2,000,000 \$24,415 \$199,064	\$568,711	\$27 for 1907	8 1/2 %	\$54 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$1,035	\$1 for 1906	...	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Nil.	2 1/2 for year ending 30.6.1908	7 1/2 %	\$50
Hongkong, Canton & Matsuo Steamboat Co., Ltd.	80,000	\$15	\$15	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$20,279	Final of 1/2 making \$2 1/2 for 1908	7 1/2 %	\$3 1/2 ex. add. 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	£13,755	6/1 for 1907 on Preference shares only @ ex 1/8 1/10 = \$3.154	4 1/2 %	\$5 1/2 sellers \$48 sellers
Do. (Deferred)	60,000	£5	£5	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	Tls. 53 buyers Tls. 53 buyers
Shanghai Tag and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	£6,817	Second interim of 1/4 for a/c 1908	...	\$16 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$98	\$1.00 for year ending to 4.1908	4 1/2 %	\$16 sales \$15 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 3,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	10 1/2 %	Tls. 43 sales
REFINERIES.								
Kuikong and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 buyers
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Dr. \$135,811	\$3 for 1897	...	\$16
Union Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 170 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 1/2 %	Tls. 10 1/2 buyers
East Australian Gold Mining Company, Limited	150,000	£1	£1	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Dr. £2,191	No. 12 of 1/6 = 48 cents	...	\$9 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Swire (Goo.) & Co., Limited	18,000	\$25	\$25	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$30,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$58 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$387,078	Final of \$4 making \$8 for 1908	11 1/2 %	\$70 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 33,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 45 buyers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	5 1/2 %	Tls. 171 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	6 1/2 %	Tls. 101 buyers
Shanghai Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Dr. 4,220	\$2 1/2 for year ending 30.6.07	...	\$104 sellers
Central Stores, Limited	10,000	\$50	\$50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$18
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$648,075	Final of \$3 making \$6 for 1908	...	\$27 ex. n.d.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$15,475	Final of \$3 1/2 making \$7 for 1908	7 1/2 %	\$42 a new
Empire Estate & Finance Company, Limited	150,000	\$50	\$50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$5,486	60 cents for 1908	6 1/2 %	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	none	\$1 1/2 for 1908	5 1/2 %	\$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	11,968	Final of \$2 making \$4 for 1908	9 1/2 %	\$44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 2,810	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 110 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	\$6,553	50 cents for year ending 31.7.08	6 1/2 %	\$8 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 7 1/2	Tls. 7 1/2	\$7,000 \$204,598 \$200,000 \$607,500 \$79,428 \$25,344 \$10,000 \$240,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6076

號五廿月三年元統宣

FRIDAY, MAY 14, 1909.

五拜禮

號四十月五英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$14,500,000
Sterling \$1,500,000 at 1/2 = \$1,500,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
J. W. Bando, Esq.
E. G. Barrett, Esq.
G. S. Gubbay, Esq.
W. Helms, Esq.
G. R. Leuninger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—W. ADAMS ORAM
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 10th April, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,500,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [22]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,500,000
ABOUT MEX \$7,222,322
RESERVE FUND GOLD \$3,500,000
ABOUT MEX \$7,222,322

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 per Cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 4 per Cent. per annum.
6 " 3 " " "
3 " 2 " " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDERLANDSche HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 per Cent. per annum on the daily balance.

Fixed Deposits 12 months 4 1/2 per Cent. per annum.
Do 6 do 4 do
Do 3 do 3 1/2 do
J. L. VAN HOUTEN,
Agent.
Hongkong, 10th July 1908. [12]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, OHIO, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HAI N.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

On fixed deposits:
For 12 months 4 1/2 per Cent.
" 6 " 4 " "
" 3 " 3 1/2 " "
TAKKO TAKAMICHI,
Manager.
Hongkong, 22nd March, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th January, 1907. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [23]

Intimations.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes \$10.00 per pair

Monarch Shirts \$1.25 each

Closet Evening

Shirts From \$1.75 up

Pyjama Suits " "

Steamer Rugs \$13.95

THE SAVOY.

Hongkong, 16th February, 1909. [18]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.

Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
Of the Hongkong Telegraph Office.
Hongkong, 6th March, 1908. [16]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports	{ DELTA Capt. B. W. Snow	Noon, 15th May	See Sp. Advertisements
SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA	{ NAMUR Capt. H. W. Kenrick, R.N.R.	About 17th May	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ PERA Capt. W. W. Cooke, R.N.R.	About 19th May	Freight and Passage.
SHANGHAI	{ DELHI Capt. G. W. Gordon, R.N.R.	About 27th May	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th May, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO.

8 MINUTES' EXERCISE EVERY DAY WITH SANDOW'S GRIP DUMB-BELLS AND INDIGESTION, INSOMNIA AND SLUGGISH LIVER DISAPPEAR.
PRICE: \$6.00 per Pair WITH CHART.

AQUARIUS.

A PURE, DISTILLED TABLE WATER.

In QUARTS, PINTS and SPLITS.

Mixes freely with Wines and Spirits, without in any way destroying the flavour.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

Hongkong, 15th April, 1909. [13]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites for Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908. [6]

HOTEL CRAIGIEBURN.

PLUNKER'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

[Hongkong, 2nd July, 1900. [27]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,563 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 12 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 12 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

During the docking of the Macao Steamers, there will be NO morning boat from Hongkong or afternoon boat from Macao, from Thursday, the 13th, to Saturday, the 15th instant. The morning boat from Macao and afternoon boat from Hongkong will run as usual.

CANTON-MACAO LINE.

S.S. "HOI SANG".
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM", 588 Tons, and "NANNING", 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santai". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, the 16th May,
S.S. "HEUNGSHAN"
will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.

Departure from Macao 5 P.M.
Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the Trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M., from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [5]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [96]

KOWLOON HOTEL.

EMPIRE DAY.

A MUSICAL DINNER will be served on MONDAY, the 24th instant, at 8 p.m.

MENU by AH CHONG

(For many years chief Cook to late Mr. J. W. OSBORNE.)

The 105th M. L. I. Regimental Band will play Special Selections of Music during and after Dinner.

Hongkong, 10th May, 1909. [25]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 270.

Telegram "Astor."

[14]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" Capt. G. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUTZOW" Capt. C. Dowers	About WEDNESDAY, 19th May.
MANILA, YAP, FRIEDRICH, WILHELMSHAFFEN, SIMPSON, HAFEN and SYDNEY	"MANILA" Capt. E. Gathemann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 20th May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th May, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	OCRAMIEN	Sellier	24th May, P.M.
MARSEILLES, VIA PORTS	TOURANE	Lancelin	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	POLYNESIEN	Broc	7th June, P.M.
MARSEILLES, VIA PORTS			8th June, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.19 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 11th May, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA-

ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Sievert	MANILA	Immediate despatch.

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 6th May, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyor).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings, and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1909.

To Let.

TO LET.
SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,
Princes Buildings,
Hongkong, 25th March, 1909.TO LET.
NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West,
Hongkong, 9th March, 1909.TO LET.
NO. 3 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.,
Hongkong, 12th May, 1909.TO LET.
GODOWN No. 54, DEUEL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 1st April, 1909.TO LET.
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

Apply to—

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

Apply to—

A HOUSE in WONG-NEI-CHUNG ROAD.

Apply to—

A HOUSE in RIFON TERRACE.

Apply to—

OFFICES in YORK BUILDING.

Apply to—

GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 108, DES VOEUX ROAD near to the Hongkong Hotel.

Apply to—

FLATS in MORETON TERRACE.

Apply to—

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Apply to—

HONGKONG, 19th April, 1909.

TO LET.
TWO AIRY ROOMS in a house on BELLIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

Apply to—

"HOUSEHOLDER,"
C/o Hongkong Telegraph,
Hongkong, 5th March, 1909.TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central,
Hongkong, 24th February, 1909.

Intimations.

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The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyor).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings, and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

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Apply to—

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Apply to—

GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 108, DES VOEUX ROAD near to the Hongkong Hotel.

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Apply to—

THE COMPTON DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central,
Hongkong, 24th February, 1909.

BUSINESS IN TONKIN.

EXPORT TRADE FLOURISHING, WHILE IMPORT TRADE IS DEPRESSED.

The export trade of Tonkin during the first quarter of this year increased at a pace which only slackened by the difficulty of finding enough vessels to carry the shipments to Europe. The export of grain shows a marked advance. But, says the *Avenir du Tonkin*, the most gladdening feature is the heavier shipments of minerals. This is a welcome sign of the times, for it brings home, both to the Government and to capitalists, the fact that the development of the mines of Tonkin will add enormously to the wealth of the Colony. Unhappily, the mining region lies in the upper country, which is so overrun by brigands that prospectors are in risk of their lives. The exports from Tonkin in 1908 were 100,000 French tons over and above those of 1907. Those in the know say that the figures for 1909 will far exceed those for 1908.

Far otherwise is it with the import trade, in which the depression is terrible indeed. Many stores, with heavy expenses to meet, hardly make enough to cover the outlay, and not always even that. Optimists hope for a brighter future in view of a huge public works loan to be shortly raised by Government, which may give a much needed spur to business. Others look for improvement from the approaching completion of the Yunnan railway. Some fancy that the depression will only end when the mines in the Colony are so developed as to draw crowds of Frenchmen and foreigners, who will spend their earnings in the large towns freely. Too many import firms, however, cannot wait so long. They have either shut up shop, or have removed to Saigon, leaving only branches in Tonkin.

EIGHTY WARSHIPS READY.

GREAT REVIEW AT SPITHEAD SUGGESTED IN JUNE.

On 10 June the combined squadrons of the Home and Atlantic Fleets are due to anchor at Spithead for a week, and, although nothing has been officially decided, it is suggested that this would be a favourable opportunity for a naval review to which the delegates attending the Imperial Press Conference might be invited.

A SPLENDID FLEET.

It comprises the First Battle Squadron of the First Division of the Home Fleet, viz., *Dreadnought* (flagship of Admiral Sir William H. May), *Hellerophon*, *Lord Nelson*, *Agamemnon*, *Bulwark*, *Implacable*, and *Irresistible*, and will be joined by the *Formidable* at the end of the week, when she has completed refitting at Chatham; the Second Battle Squadron (the Second Division of the Home Fleet, viz., *King Edward VII.* (flagship of the Vice-Admiral commanding the Second Division), *Britannia*, *Hindustan*, *New Zealand*, *Commonwealth*, *Africa*, and *Dominion*, to be joined later by the *Fibria*, refitting at Devonport; the Atlantic Fleet, viz., *Prince of Wales* (flagship of Admiral Prince Louis of Battenberg), *Queen*, *Albion*, *Corintia*, and *Russell*, to be joined later by the *Albatross*, refitting at Gibraltar.

THE CRUISER SQUADRON.

The First Cruiser Squadron comprises the *Drake* (flagship), *Invincible*, *Indomitable*, *Invictible*, and *Minotaur*, and including the vessels attached to the Battleship Squadrons, there will be further 14 armoured and protected cruisers taking part in the manoeuvres. Two destroyer flotillas provide an additional 36 vessels to the fleet, which will be accompanied by depot and repair ships and sub-marines. Altogether a fleet of over 80 ships will be engaged in the tactics. Every vessel has her full complement on board.

FOR SALE.

"ADLER" TYPEWRITERS.

THE PERFECT-VISIBLE.

The latest 1900 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND
Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

38-35, Des Voeux Road, Central, Hongkong.

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. FLOOD, Director.

14th May, 1909.

Intimation.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR).

CHINA.

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

CRUSHED STRAWBERRY

CELESTINE BLUE

BRONZE GREEN

and

ORANGE.

AT 9.75 per set of 6 pieces.

also a useful and artistic WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income.

THE "POLO" SCOTCH LACE 4 YARDS LONG

At 5.00 per pair

is strongly recommended as a strong and inexpensive, good washing Curtain, in white only.

We also stock these Curtains at 6.25, 7.50, 8.50, 10.00, 12.50, 15.00, and 18.50 in white and ecoru and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Frilled and Bordered. Madras in white and ecoru

WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN SPOT BOOK MUSLINS

and

EMBROIDERED SWISS.

POWELL'S

ALEXANDRA BUILDINGS.

and

28, Queen's Road.

Hongkong, 13th May, 1900.

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, at set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations, concerned as set out in Schedule A appended) in any person, by public or private sale as may be thought fit.

2. Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 15th day of October, 1900, for the purchase of the exclusive privilege of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

3. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any day prior to the said noon of the 15th October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out, and fulfils all the conditions required of the Farms.

4. All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

5. On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

6. If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

7. All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tender handed in on 1st October, 1900, which will be opened at noon on that date, after which the successful tenderer will be selected.

8. The Farms, above referred to are:—

(a) BRITISH NORTH BORNEO—Opium, Spirit, Gambling and Pawn-broking, as follows:—

(i) In one concession for the whole State.

(ii) Districts of the State, the limits named including the interior territory watered by the rivers within the limits defined respectively:—

(1) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan river.

(2) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Paitan River.

(3) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the northern boundary of Province of Sarawak.

(4) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the Dutch Boundary on the South at Broershoek point.

(5) KOWLING CLARKE—being the Territory between Bau-Bau and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912, a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of this tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be obliged upon entering into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingston & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chanda fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil 2 40

„ chl 30 30

„ sun packet 00 15

„ „ 00 12

„ „ 00 05

„ „ 00 05

„ „ 00 05

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Auctions.

NOTICE.

THE SALE OF OLD CHINESE CURIOS, advertised to take place TO-MORROW, the 15th instant, by the undersigned at their Sales Rooms in Ice House Street is postponed and a quantity of BLACKWOOD FURNITURE, one PORCELAIN INLAID BLACKWOOD SCREEN, a few SILVER CRUETS, SILVER BOWLS, &c., one APOLLO PIANO PLAYER with SELECTIONS, a few pieces of OLD CHINESE PORCELAIN, one SECTIONAL CASE containing Plans of Hongkong, Kowloon, &c., and a quantity of VALUABLE BOOKS will be Sold by Public Auction in its place.

(Particulars from Catalogue).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 14th May, 1900. [410]

SALE POSTPONED.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A VERY RARE AND SUPERB COLLECTION

OLD CHINESE CURIOS,

Comprising:—

IMPERIAL YELLOW DRAGON VASES, JARS, CHAT, SING, NGAN, STONE HORSES, CARVED WOOD STANDS

AND GLASS COVER, ONE MING DYNASTY BIG PEACH BLUE BOWL with STAND

500 years old, 1 MING DYNASTY GREEN JAR 500 years old, 1 PAIR MING DYNASTY MANDARIN JAR ESTONE WINE-CUPS

500 years old, KA HING BLUE VASE INLAID with GOLD FLOWERS 150 years old, 1 PAIR IMPERIAL KUNG LUNG

YELLOW BOWLS 300 years old, 1 KUNG LUNG 5-COLOURS VASE with STAND,

Very Rare and Old HONG HUI, KUNG LUNG VASES, JARS and BOWLS from 300 to 500 years old, One Very Old KUNG LUNG JAR with PICTURE ENGRAVINGS with STAND 350 years old, CARVED

IVORY and BLACKWOOD ELEPHANTS, 3 SINGING BIRDS with INLAID GOLD CAGE and GLASS COVER, a quantity of CARVED BLACKWOOD WARE, SILVER

CUPS, BOWLS, CRUST STANDS, MENU and FLOWER STANDS, DISHES, KNIVES, FORKS, &c., &c.,

ALSO

A Quantity of SCIENTIFIC BOOKS and MAGAZINES,

AND

One APOLLO PIANO PLAYER with 24 SELECTIONS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th May, 1900. [404]

PUBLIC AUCTION.

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

TUESDAY,

the 18th May, 1900, at 11 A.M., at The Hongkong and Kowloon Wharf and Godown Company's Godowns, Kowloon, ex S.S. "SCANDIA,"

757 Bales PAPER,

203 Bales CELLULOSE,

40 Bales FIBRE,

AND

25 Bales WOOLLEN YARN,

(All more or less damaged by sea water).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 12th May, 1900. [409]

Intimations.

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VEAUX ROAD CENTRAL (lately occupied by Madame Jay).

Hongkong, 29th April 1900. [376]

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE

USEFUL ARTICLES

OF

CLOTHING, FANCY GOODS

and TOYS

AT

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS,

FANCY DRESS GOODS, MUSLINS, LAWNS, MAINBOODS, SHIRTS,

JINGS, ALPACCAS, HOSIERY, ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 26th April, 1900. [444]

JAPANESE AND FOREIGN RICE.

EFFECT OF THE RICE DUTY.

According to the returns compiled by the Department of Agriculture and Commerce the quantity and value of Japanese rice exported during the last ten years are as follows:—

	Koku.	Value, per koku.
1890.....	87,534	¥10,281,000
1891.....	255,563	3,576,000
1892.....	520,617	6,609,000
1893.....	507,095	6,679,000
1894.....	328,074	4,959,000
1895.....	308,439	4,735,000
1896.....	308,074	3,127,000
1897.....	224,463	3,687,000
1898.....	307,115	3,664,000
1899.....	216,035	3,910,000

The *Ooku Nishiki*, from which we take these figures, notes that the largest export of rice was in 1899, when the quotation was lowest, but when the price per koku rose as high as ¥18—

as in 1900 and 1901—the quantity exported fell off to only a little above 200,000 koku. In 1901 and 1902 quotations were comparatively low, and so the quantity exported in these years reached over 300,000 koku. The fluctuations of export are more or less influenced by the condition of the rice crop but are more keenly affected by the quotations of rice. In 1899, for instance, the export of rice reached over 1 million yen in value; yet the crop in the previous year totalled 47 million koku, which can hardly be considered as exceptionally plentiful. Moreover, the crops in 1897 proved a partial failure, there being only 35 million koku harvested; and the comparatively rich harvest of the following year may be regarded as having compensated for the shortage of the preceding year. Nevertheless, there was an unusually large amount of rice exported in 1899, and this was doubtless stimulated by the low price that prevailed that year. Again, there was a heavy export of rice in 1900, though the crops in the previous year were comparatively poor. From these facts it will be seen that the export of rice is more influenced by current prices than by the condition of the crops.

Turning to the importation of foreign rice, the figures for the last ten years are given as follows:—

	Koku.	Value, per koku.
1899.....	560,217	¥5,060,000
1900.....	914,792	9,021,000
1901.....	1,244,775	11,870,000
1902.....	1,803,619	17,751,000
1903.....	4,864,662	51,660,000
1904.....	5,892,714	59,792,000
1905.....	4,618,365	47,081,000
1906.....	2,445,434	25,172,000
1907.....	2,708,106	30,931,000
1908.....	1,041,417	22,688,000

As will be seen from the above, the price of foreign rice was lowest in 1899 during the ten years under review, yet the quantity imported was only 560,000 koku, valued at ¥5,000,000. Since then the price of foreign rice has gradually increased, but so long as there was room to successfully compete with the home product the import increased. Thus, in 1904, the import of foreign rice amounted to 5,890,000 koku, valued at 59 million yen. In 1905, however, the import of rice began to dwindle, and since then has been on the downward grade. This is attributable to the imposition of the increased duty on rice which came into force in 1905, together with the increase of domestic supply in recent years on account of successful crops.

From the study of these returns, concludes the *Meishiki*, it is clear that the increased price of rice has brought about a diminution in the export, and that the higher price has been occasioned by the imposition of an import duty on rice. The rise in the cost of living consequent on the high price of the cereal has considerably increased the cost of production, and the export trade is adversely affected. Unless the authorities pay more attention to this phase of national economy, and devise some means of reducing the cost of living, the speedy liquidation of the enormous amount of debt with which the country is encumbered will hardly be possible.—*Japan Chronicle*.

Intimations.

LEE YEE

HAIR DRESSING SALOON.

HAR ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARAGUIA STREET,

HONGKONG.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CHINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any FANCY or OLD HERRING to be made into Bait for the Children of the Poor Schools, who are taught by the Sisters.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 26th April, 1900. [444]

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:—

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CHARRON MAISON & Co., Hongkong.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that HUEN SHUN carrying on business at Pak Hok Chow, Canton, in the Empire of China and elsewhere as Tea Merchants, have, on the 11th day of September, 1900, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The device of a diamond, inside of which are printed, stamped, impressed, branded, stencilled written, drawn, cut or embossed the letters "H. S." Underneath the above appears the name "Huen Shun."

In the name of HUEN SHUN, who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants since the year 1906 in respect of the following goods:—

TEA IN CLASS 42.

A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the undersigned.

Dated the 11th day of December, 1900.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants.

8, Des Vaux Road Central, Hongkong.

Intimation.
A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.
CHEMISTS
BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,
AND
BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE.
Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.
LIMITED.
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. 128

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications could be addressed to The Manager.
The Editor will not undertake to be responsible for any return of MS. not to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$18 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportional Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free, unless the address is accessible to messenger. Back subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, 10 cents. Weekly, twenty-five cents (for cash only).

BIRTHS.
On May 1, 1909, at Tientsin, the wife of GEORGE A. COMBE, of a daughter.
On May 8, 1909, at Shanghai, the wife of ARTHUR F. C. BARKING, of a son.
On Saturday, May 8, 1909, at Shanghai, to Mr. and Mrs. F. LARGE, a son.

DEATH.
On April 18, 1909, at sea, on board S.S. *Atsuta Maru*, between Penang and Colombo, of meningitis, Ruth, aged 14 months, daughter of Mr. and Mrs. I. R. LYNES.

The Hongkong Telegraph
HONGKONG, FRIDAY, MAY 14, 1909.

THE PENALTY FOR
KIDNAPPING.

The kidnapping of eight-year-old Willie Whittle from a public school in Sharon, Pa., U.S.A., and the extortion of a \$10,000 ransom by the kidnapers, under a threat to murder the child have stirred the Press of the whole country to an outcry against this particular form of crime, and have moved the legislatures of many States to a discussion of severe penalties than those now provided. The question was not without special interest in Hongkong, where kidnapping among the lower class Chinese is practised as an art, as may be recalled from the report of a case appearing in these columns the other day. In Pennsylvania, where the punishment is now imprisonment for life, the lawmakers are considering the wisdom and expediency of making it death. By the provisions of a bill introduced in the House of Representatives by Congressman Rodenberg, of Illinois, kidnapping within the District of Columbia would be made a capital offence when the motive is blackmail. A petition

making the kidnapping of children under five years old punishable by life imprisonment, and prohibiting the payment of ransom, is before the Massachusetts legislature. "There is no punishment possible of infliction in these days which is adequate for such a crime," says the *Philadelphia Inquirer*, which finds a good omen in the fact that no other crime so stirs the whole nation. "The fact is," remarks this paper, "that beneath our veneer of gaiety, our love of display, and apparent carelessness, the love of children is the guiding motive of all our existence." The poor and the rich alike have reason to hate the kidnapper as the worst type of villain, says the *Chicago Tribune*, which thinks that death would be some too great a penalty for this kind of criminal, who is getting to be altogether too common in America. Among other papers which would approve a capital sentence are the *Buffalo Express*, the *Baltimore Sun*, and the *New York American*. Says the *New York Evening Mail*: "Because of the violence it does to human affections, and its secondary effects on the family of the kidnapped child, it is recognized that this is one of the most heinous of offences. It is an attempt to coin money out of the agony of parents. Often the doubt and suspense are far worse for them than the death of the child in their own home from natural causes would be. The father's business is interrupted and may be broken up, while he attempts the recovery of his offspring. The mother takes to her bed with nervous prostration. She may become insane. Even if the little one is restored unharmed, the mother's health may be permanently gone."

LOCAL AND GENERAL.

THE French mail of the 13th April was delivered in London on the 13th inst.

Two boatmen were fined \$20 each at the Magistracy to-day for landing swine during prohibited hours at the cattle wharf, Kennedy Town.

At a meeting of the Directors of Lane Crawford & Co., Ltd., it was decided, subject to audit, to recommend the payment of a dividend at the rate of 10 per cent. for the year ended February 28, 1909.

Two unemployed "boys" were each given three months' hard labour and three hours' stocks in the Police Court, to-day, for receiving a gold ring with diamond valued at \$100, the property of Mrs. Weigel, at Kowloon on the 12th inst.

We are courteously informed that the total output of the three mines of the Chinese Engineering and Mining Co., Ltd., for the week ending 1st May, 1909, amounted to 30,215.95 tons, and the sales during the period to 25,518.30 tons.

ALL the fifteen members and ex-members of Parliament, including some who have resigned their seats and four ex-members, who were apprehended in connection with the Japanese Sugar Scandals, have been found guilty at a preliminary investigation and their cases have been referred to trial.

COLONEL Bob. Love, of Harleston Circus

part, who has just recovered from an attack of small-pox, contracted in Mubila, is in town meeting old acquaintances. He arrived this morning by the steamer *Tien*, and looks like his old self, notwithstanding the illness he went through. Colonel Love proceeds to Shanghai to-morrow to join the Company.

RISE IN KWANGSI.

TROOPS DESPATCHED TO SCENE OF REBELLION.

[From Our Own Correspondent.]

Canton, 13th May.
The Canton Provincial Judge, H.E. Wei Cing Tung, accompanied by Expectant Magistrate Mr. Chan Tak Cheung and Mr. Li Hi, left here to-day on board the gunboat *Kwang* on his way to Kwangsi with a detachment of troops for Kwangsi for the purpose of suppressing the rebellion in Wat Lum and Tso Kong. During the absence of H.E. Wei, the Kwangchow Prefect Ko Kun Cheung will be in charge of his duties, as instructed by the Viceroy. The above mentioned official embarked at the Government Tien-tze Wharf, where he was accorded a hearty send-off and wished every success in his expedition.

A MEDICAL COLLEGE FOR
PEKING.

Recently, says a Chinese report, the British Minister in Peking approached the Waiwupu with a proposal to found a Medical College in Peking, the purpose of which would be to spread medical knowledge in China for the conquest of human pain and disease. He agreed that the institution, when formed, should be under the Chinese Educational authorities and the offer was accepted by the Waiwupu. It is stated that the British Government has provided \$50,000 for the endowment of the College and has also directed the Minister at Peking to address the Waiwupu formally on the subject.—*N. C. D. News.*

ADMIRAL LAMBTON IN TOKYO.

ENTERTAINED BY ADMIRAL Togo.

On the 5th instant, at noon, Admiral Togo gave a dinner at the Mitsui Club in honor of Admiral Sir Hedworth Lambton, Commander of the British Squadron on the China Station, and other officers of the Squadron, about thirty in all. Besides the guests of honour, there were present Admiral Saito, Minister of the Navy, Admiral Kato, Vice-Minister of the Navy, Admirals Kanamura, Nakamiz, Miso, and Shimamura, and officers. In the course of the function Admiral Togo proposed the toast of the British Navy and the health of Admiral Lambton, who suitably responded. At 5 p.m. the gathering proceeded to a reception by Count Katsura at his residence.—*Japan Chronicle.*

China's Sorrow.

DYKES BADLY DAMAGED.

FURTHER PARTICULARS OF THE FLOODS.

[From Our Own Correspondent.]

Canton, 13th May.

A telegram has been received from Samshui to the effect that after the embankments of the Tsun How Wai in Lo Pao gave way, the villagers made their way to the hills to the number of over ten thousand in a most pitiable state, and are now waiting for urgent relief. The Samshui Magistrate has bought fifty *shaks* of rice from Sainam and personally proceeded by launch to the flooded areas to distribute the rice to the sufferers. The Tsun How Wai was broken in three different places, one measuring 600 feet and the others from one to two hundred feet. Up to the present, several hundred houses have been swept away and a number of lives lost while the people were engaged in repairing the broken dykes. A large number of houses in Samshui district were temporarily almost under water.

STEAM-LAUNCHES DESPATCHED.
Representatives have been received by the Relief Committee at Canton from the flooded districts of Samshui, Ching Yuen, Sze Wai, Ko Yiu, Ko Ming, Lo Ting, Sun Kong, Namhoi and others to apply for supplies of rice in aid of the sufferers. Yesterday, the Shao-Hou Chu placed two Government steam launches at the disposal of the Central Relief Committee to convey relief materials to the flooded districts.

HOUSES COLLAPSE.
The prefecture of Weichow has also been visited by floods in the districts of Po Lo, Shek Lung, and others along the East River, where all paddy fields are at present under water. The water rose up as high as the door-tops in a short space of time and caused several houses to collapse. The unfortunate victims were obliged to part with their valuable articles to pawn-brokers in order to purchase rice which they brought to the hills or high roads in which they sought shelter.

RELIEF MEASURES.
The Relief Committee are busily engaged in boiling congee for distribution to the sufferers.

PATSHAN UNDER WATER.

The town of Patshan also suffered from the ravages of the floods. The houses and streets were inundated by several feet of water. Since the day before yesterday the water has gradually subsided to about 2 feet and are expected to wholly subside before long.

THE CANTON-MACAO RAILWAY.

According to a Peking message the Portuguese Minister in Peking has refused to rescind the Canton-Macao Agreement and demanded that two further conditions be added, viz., that China shall not construct another line competing with that railway, and that the dates of the commencement and completion of the construction of the railway shall be previously fixed. The Board of Posts and Communications has now requested the Waiwupu to oppose the new conditions and to insist on the cancellation of the agreement as originally mutually agreed upon.—*Shanghai Times.*

"ASTREA CHANNEL."

THE HUANGPU CONSERVANCY WORK.

UNDER TEST.

As duly announced in our columns last week H.M.S. *Astrea*, which left Shanghai yesterday (5th inst.), made her exit from the Huangpu through the new Junk Channel in order to test the progress of the Huangpu Conservancy work. That the attempt may fairly be described as a complete success is all the more gratifying, not only in view of the despondent predictions which have been made, but because the Conservancy is at present working at a disadvantage in that it cannot avail itself of the full strength of the stream until the Ship Channel is closed. That cannot take place until the passage through the Junk Channel is spacious enough to take the whole stream, so that for the moment the full depth has to be provided with something like half the full amount of water. As the *Astrea* draws 23 ft. of water when steaming at average speed, yesterday's test is a fair indication of what has been done already.

The *Astrea*, under the command of Capt. F. E. Ryan, R.N., left Shanghai about eleven o'clock in the morning, attended by the torpedo-boat destroyers *Whiting* and *Hart* and the tender *Alexandra*. On board there was a party of visitors, including Capt. H. P. Heard, of H.M.S. *Cadmus*, M. Ratard, Consul-General for France, Capt. W. A. Carlson, the Harbour Master, Capt. R. Pote-Hunt, British Admiralty Pilot, Lieut. G. P. Markwick, R.N., H.M.S. *Cadmus*, Mr. G. H. Wheelock, and Mr. A. G. H. Cyrruthers, Secretary to the Huangpu Conservancy.

At the top end of the Channel, between Gough Island and the great bank which showed 100 acres of mud at low water a year ago, the depth of water was 24 ft. But this was probably due to the fact that the *Astrea* approached the bank somewhat closely. Nearer to the island she would have had more water. From this point, however, at which Captain Carlson took charge of the piloting, the *Astrea* never had less than 28 ft. This depth was found abreast of the old Customs hulk *Kwaching*. The soundings just before this point were called out from 34 ft. upwards and it is worth remarking that the 25 ft. depth was found where it had been anticipated that there would be the least water, and where any difficulty that might be encountered was expected to be found. No hitch, however, occurred, and the cruiser steaming at a round pace, passed beyond the Outer Bar without any sign of a hitch.

On coming to anchorage Capt. Ryan entertained his guests to coffee and the toast of success to the new channel, proposed by the host, was very heartily drunk. Early in the afternoon the guests returned to Shanghai by the *Alexandra*, very kindly lent by Mr. G. M. Wheelock, which again passed through what may now fairly be renamed the *Astrea Channel*.—*N. C. D. News.*

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

EX-PRESIDENT ROOSEVELT.

TO VISIT CHINA.

[By courtesy of the "Sheung Po."] Peking, 13th May.

A telegram has been received from H.E. Wu Ting-fang, Chinese Minister to Washington, advising that ex-President Roosevelt will visit China in the sixth moon.

MANCHURIA.

APPROPRIATION FOR DEVELOPMENT.

[By courtesy of the "Sheung Po."] Peking, 13th May.

Viceroy Sik Liang has applied to the Ministry of Finance for Tls. 10,000,000 to meet expenditure in the Three Eastern Provinces.

The Ministry has agreed to the appropriation.

CHINA AND MACAO.

A REBUFF TO THE PORTUGUESE MINISTER.

[By courtesy of the "Sheung Po."] Peking, 13th May.

In a communication to the Portuguese Minister, the Waiwupu points out that the meetings held by the Cantonese were for the purpose of discussing the past history of Macao and as they did not drag in extraneous matters, it would be unreasonable to prohibit them from holding such meetings.

MANCHURIAN AFFAIRS.

CHINA'S TERRITORY IN NAME ONLY.

[By courtesy of the "Sheung Po."] Peking, 13th May.

In a memorial to the Throne H.E. Hsu Shih-chang, ex-Viceroy of Manchuria, invites attention to the unsatisfactory condition of affairs obtaining in Manchuria which, he asserts, is China's territory in name only, while all the benefits are reaped by Russia and Japan.

H.E. Hsu urges the early construction of railways to connect the Province with other parts of the Empire.

The Prince Regent has caused directions to be despatched to the new Viceroy, Sik Liang, to attend to these matters.

LEI KING-HEI.

AND THE YUNNAN VICEROYALTY.

[By courtesy of the "Sheung Po."] Peking, 13th May.

A certain Grand Councillor has submitted an application on behalf of Lei King-hei asking that he be not sent to Yunnan.

The Prince Regent's reply is: "I have chosen a Viceroy for Yunnan; it is not my business to choose a place for Lei King-hei."

THE LOST PASSAGE.

CASE DECIDED IN FAVOUR OF PLAINTIFF.

With regard to the case which we reported at length in yesterday's *Telegraph* about an unfortunate farmer, who thought he was about to become a member of "God's Country," judgment was delivered this morning.

As we stated yesterday the case in point was that in which a curio dealer named Chan Kwan Shan, of 24 Queen's Road Central, sued the Po On firm, 29, Queen's Road West, and its managing partner, Ng Ching Yuen, to recover the sum of \$300, which was alleged to have been deposited with a man named Chan Yik Kwong by the plaintiff, at the request of the defendants—money to purchase a passage ticket to America for the man Chan Sun.

Mr. P. Sydenham Dixon represented the plaintiff, while Mr. F. X. d'Almeida de Castro defended.

Mr. Justice Comper, this morning, delivered judgment in the case, and held that the plaintiff's account of the matter was superior to that submitted by the defendant firm. Accordingly judgment was given for the plaintiff with costs.

Mr. d'Almeida asked for a stay of execution for a week.

HONGKONG CRICKET CLUB.

A cricket match will be played to-morrow afternoon on the Hongkong Cricket Club's ground, commencing at 1.30 p.m. against the Military team which is to visit Shanghai and Japan next week. The Cricket Club team will be composed of the following:—Messrs. T. E. Pearce, H. Hancock, H. R. Makin, A. A. Clayton, E. W. Day, R. E. O. Bird, E. C. Oliver, R. E. H. Oliver, H. R. Phillips, L. G. G. F. Noble, R. A. O. Brown. Reserve:—Mr. W. G. D. Turner.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

RAILWAY MATERIALS.

EXEMPTION FROM DUTIES.

[By courtesy of the "Sheung Po."] Peking, 12th May.

The Viceroy of Fukien and Chekiang has memorialized for permission for railway companies, under the management of merchants, to import railway materials, free of duty.

Upon the matter being referred to the Superintendent of Customs, an Imperial edict was issued granting the prayer of the memorial.

FINANCIAL ADVISERS.

VICEROY CHANG'S REQUEST.

[By courtesy of the "Sheung Po."] Peking, 12th May.

Viceroy's Chu I-shun and Chang Jen-chun and Governors Chai Kwei-lung and Chang Kai-tai have asked that the financial advisers for the respective provinces be urged to take up their posts forthwith.

The Ministry of Finance has replied that it will be some time before they can arrive.

THE SHANGHAI TAOTAL.

TRANSFERENCE PROPOSED.

[By courtesy of the "Sheung Po."] Peking, 12th May.

The Grand Council has secretly deputed an official to investigate the charges preferred against the Shanghai Taotal.

It is proposed to transfer Taotal Tsai Nai-huang to some other post.

With reference to the recent impeachment by the Governor in Soochow of the Shanghai Taotal, it has been reported in our columns, says the *N. C. D. News* of 11th inst., that the Peking Government has ordered Viceroy Tuan Fang at Nanking to endeavour to bring about a reconciliation. It was believed that unless this was done, either one or the other of the high dignitaries involved in the disagreement would have to abandon his post. The Governor had already received a slight rebuff from Peking, when his recommendation of the Taotal's dismissal was not forthwith adopted in the usual manner and the case was ordered to be investigated.

He has, therefore, prepared for emergencies by a recent telegram he addressed to a Grand Councillor, in which he pleaded illness and expressed a fear that he might have to resign his post. Failing an amicable settlement between the two, a compromise may be resorted to, as is often done in Chinese official spheres, by the transfer of the Governor or possibly of the Taotal.

MINING.

CHINESE PROTEST.

[By courtesy of the "Sheung Po."] Peking, 12th May.

The Governor of Honan has telegraphed to the Waiwupu asking that a strong protest be lodged against a certain foreign Syndicate for interfering with Chinese officials engaged in opening mines in Honan Province.

COMMERCIAL.

YARN MARKET.

In their report dated 14th instant, Messrs. Phoenix B. Pett & Co. write:—
Our last circular was dated the 30th ulto. During the early part of the past fortnight, owing to a rise in Exchange, a few importers betrayed signs of nervousness and started with portions of their holdings at a decline of \$1 to \$1.50 below last mail's quotations. Others on the other hand preferred the adoption of a Fabian policy and remained firm, being unwilling to sell unless buyers met their ideas of prices. The slight reaction in exchange towards the latter end of the fortnight resulted in greater courage in the hearts of timid importers and now they have fallen into line with those who prefer to hold out for better prices in the anticipation of inquiries from the consuming districts. At current rates inquiries fail to elicit response for "spot" cargo.

Native reports tell of floods in the lower section of the Canton delta. Heavy rains have caused the water of the Fu River to rise abnormally and as the river embankments in the Shamshui district were not strong enough to withstand the volume of water, they gave way in several places, submerging a vast tract of land in the adjoining country. Relief has been promptly secured for the sufferers from Canton and it is not anticipated that this annually recurring visitation will produce any material influence on the yarn market.

No. 302.—A fair business transpired at last prices and, in some instances, owing to anxiety of holders to quit, prices show a decline of \$1 to \$1.50 per bale.

No. 162.—Only one thread fetched \$1 lower.

No. 82.—Nothing doing.

No. 6.—A small business passed at ruling rates.

Market closes steady.

Sales:—150 bales of No. 61, 18.0 bales of No. 104, 147.5 bales of No. 124, 200 bales of

No. 162, and 1,000 bales of No. 705, in all about 8,000 bales.
Arrivals.—Per steamers *Light*, *Capri*, *Suisang*, *Yoshiki Maru*, *Lening* and *Ocean* of about 6,000 bales.
Unsold Stock:—About 8,000 bales.
Uncleared Stock:—About 10,000 bales.
Exchange.—We quote to-day as follows:—
India T.T. at Rs. 134 1/2 per cent.
Demand " " 135
London T.T. at Sh. 10 1/2 = \$
Demand " " 10 1/2 = \$
Shanghai T.T. at Tls. 74 1/2 = \$100
Silver " " 24 1/2 per oz.

WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Radnor & Co. write this afternoon:—

There has been an increase in the amount of business put through during the week and many improvements in prices have occurred. Banks.—Hongkong and Shanghai Banks have changed hands in small lots at \$94 1/2, and \$95, and close, with buyers at the latter rate. The London quotation is unchanged at £89 10/16.

Marine Insurances.—Canton has improved to \$19 1/2, at which price they have been negotiated. North Chinas are steady at Tls. 104. Unions have risen to \$84 1/2, with buyers. Yang-tzes are firm at \$12 1/2.

Fire Insurances.—There are buyers of China Fires at the increased rate of \$108. Hongkong Fires are firmer, and after sales at \$17 1/2, have strengthened to \$145, at which figure buyers prevail.

Shipping.—China and Manilla and Doug-lases are unchanged and without business to report. Sales of Hongkong, Canton and Macao Steamboats have been effected at \$3 1/2, and more can be had. Indo-China steamers, sold during the week to \$80, at which price a good number of shares were sold, but they are slightly easier at the close. Shell Transports are wanted at \$3 1/2. Star Ferries (old) have found buyers at \$5 1/2 and \$26, while the new shares are in demand at \$15. Refineries.—China Sugars have ruled very strong and after sales at \$17 1/2 and \$140, are wanted at the higher rate. Lucas are quiet at \$16. Peak Sugars have hardened to Tls. 170 closing with buyers.

Mining.—Chinese Engineerings can be sold at Tls. 16 1/2. Raubs have suddenly come into demand again and can be placed at 9 1/2.

Docks, Wharves, and Godowns.—Kowloon Wharfs have been the medium of a fair business, sales at high as \$5 1/2 having taken place. Whampoa Docks, have further declined to \$7, at which rate they are offering. Shanghai Docks are in demand at Tls. \$5. Hongkong Wharfs have risen to Tls. 1 1/2, at which rate they have been sold in Shanghai.

Lands, Hotels and Buildings.—Central Stores are steady in the North at \$184. Hongkong Hotels, old, ex new issue, are on offer at \$7 and the new shares at \$4 1/2. Hongkong Lands are strong, with buyers at \$105. Humphrey's Estates are inquired for at \$9, but none are obtainable. West Points can be sold at \$44. Cotton Mills.—Hongkong Cottons have been dealt in at \$8 1/2, and there are further inquiries. Ewos are easier and on offer at Tls. 120. In other Northern Mills, we take the following changes from latest mail advices to hand: International Tls. 92; Lau Kwong M. 112 and Soy Chees Tls. 400.

Miscellaneous.—China Hornees are on offer at \$12 1/2. China Light and Powers have changed hands to a 1/2 extent at \$5 and \$6 1/2. Dairy Farms are wanted at \$16 while sellers ask for a higher price. Hongkong Electric are in demand at \$18 1/2. Sales of Green Island Cements, have taken place at \$8.50, and there are further sellers at \$8.50. Watsons have found buyers at \$9, and Union Water-bats of \$10 1/2. William Powells have improved to \$3, closing with buyers. Langkats have declined to Tls. 1,440, but closes with buyers at the rate. Somatras are strong, and wanted at the improved rate of Tls. 140.

Exchange.—The Bank's selling rate on London is 1/9 1/16 on demand. The T/T rate on Shanghai is 74 1/2.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for forward Settlements:—

May Settlement	31st May.
June	29th June.
July	30th July.
August	30th August.
September	29th September.
October	29th October.

TO-DAY'S EXCHANGE.

Selling.	
India—Bank T.T.	134 1/2
Do. demand	135
Do. 4 months' sight	134 1/2
France—Bank T.T.	23 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	83 1/2
India T.T.	134 1/2
Do. demand	135
Shanghai—Bank T.T.	74 1/2
Hongkong—Bank T.T. per H.K. \$100	77 1/2
Japan—Bank T.T.	84 1/2
Yuan—Bank T.T.	7 1/2
Buying.	
month's sight L/C	119 1/16
month's sight L/C	119 1/16
3 days' sight San Francisco & New York	44 1/2
4 months' sight	do.
10 days' sight Sydney & Melbourne	110 1/16
4 months' sight France	23 1/2
6 months' sight	23 1/2
4 months' sight Germany	83 1/2
Bar Silver	24 1/2
Bank of England rate	24 1/2
Sovereign	11 1/2

THE agitation that is being made against the establishment of a Chair of Commerce in the Tokio University is in no way abated. The agitators claim that the status of the Tokyo Higher Commercial School should be enhanced instead. One half of the school was kept down on the 1st inst. This, it is believed, is the work of an intermediary.

ditions both as regards labour and as regards explosives were extremely difficult to foresee and variations also under the estimates are in part due to the fact that all the data of the railway were not known, and indeed are not known fully yet. And even had the railway been finished

this time reached them; and I await their authoritative letter before I can make any official statement to Council. But I am aware of the conclusions at which he arrived. Briefly, I can say he agreed with the eminent engineers who reported to me on that question; that he ad-

finished by the end of the year and that the permanent way will be laid and the line opened up by May 1910. We found it advisable to have a small flag station at Taipo market in order to attract some additional traffic, and a small station will also be built at Lo-fu ferry near the

The survey was sufficiently far advanced for land purchasing operation to commence at one or two points of the line in December, 1907, and further sections of land plans were deposited in March, 1908. Land officers, however, found many difficulties to contend with, and it was not until July that considerable lengths of

per cent. The loan is guaranteed by the Chinese Government, and secured on the railway to be built. The administration of the railway is vested in "a Chinese managing director" (appointed by the Viceroy), with whom are associated a British engineer-in-chief and a British chief accountant.

Coupon No. 12 is payable on 1st May at the
Chartered Bank of India, Australia and China,
and The Russo-Chinese Bank at Tientsin and
Shanghai.

J. S. DOBIE,
Agent.

Hongkong, 20th April, 1900.

100

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO. S. Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 7 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

From Hongkong,	From St. John or Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	ALLAN LINER. FRIDAY, JULY 9TH.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail-Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, via Canada, Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port. Via New York. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship	On
"HANGSHAI" SUNDAY, 16th May, Daylight.	
"TIENSIN" WEDNESDAY, 19th May, Noon.	
"SINGAPORE, PENANG & CALQUITA, NANSANG" TUESDAY, 18th May, 3 P.M.	
"SHANGHAI" WEDNESDAY, 19th May, 4 P.M.	
"Kobe, Yokohama, Kobe" TUESDAY, 18th May, 4 P.M.	
"SINGAPORE, PENANG & CALQUITA, LAISANG" FRIDAY, 21st May, Noon.	
"SINGAPORE, PENANG & CALQUITA, LAISANG" FRIDAY, 21st May, 4 P.M.	
"SINGAPORE, PENANG & CALQUITA, LAISANG" TUESDAY, 18th May, Noon.	
"SINGAPORE, PENANG & CALQUITA, LAISANG" FRIDAY, 21st May, 4 P.M.	

RETURN TOURS TO JAPAN (Occupying 21 Days).

The steamers "Kaitang," "Nansang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light & daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 61. Hongkong, 14th May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	DAY
SHANGHAI	"ANHUI" 16th May, Daylight.	
HOIHOW & HAIPHONG	"SINGAPORE" 16th May, Noon.	
CHINKIANG	"SINGAPORE" 16th May, Noon.	
CEBU & ILOILO	"SINGAPORE" 16th May, Noon.	
MANILA	"SINGAPORE" 16th May, Noon.	
CHIEFOO & TIENTSIN	"SINGAPORE" 16th May, Noon.	
SHANGHAI	"SINGAPORE" 16th May, Noon.	
NEWCHOW	"SINGAPORE" 16th May, Noon.	
SHANGHAI	"SINGAPORE" 16th May, Noon.	
MANILA	"SINGAPORE" 16th May, Noon.	
SHANGHAI	"SINGAPORE" 16th May, Noon.	

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Choofoo, Lintan, Chinkiang), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Saturday, taking 62 hours through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 36. Hongkong, 14th May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	1st July, 1909, at Noon.
S.S. AMERICA MARU	5,000 "	10th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	10th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1909, at Noon.

For particulars, apply to K. MATSUDA, Manager.

Hongkong, 4th May, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS," 10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 14th April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched at above on WEDNESDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th May, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA.

MOJI, KOBÉ AND YOKOHAMA.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to BUTTERFIELD & SWIRE, General Agents.

Queen's Building, Hongkong, 24th April, 1909.

STEAM TO CANTON.

THE New Twin-Screw Steel Steamer

"KWONG TUNG" Capt. H. W. WALKER. "KWONG HAI" Capt. H. S. CHOW. Leave Hongkong for Canton at 9 every evening, (Saturday excepted).



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA," Captain B. W. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 15th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 8,000 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Arabia, due in London on 6th June, 1909.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th May, 1909.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 3 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 6th January, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO., CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Club, Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows: "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th January, 1909.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

HONGKONG AVERAGE MARKET PRICES.

Corrected 7th April, 1909, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beefsteak and prime cut—Mei Lung Pa B	20
" Corned—Ham Ngau Yuk	20
" Roast—Shin	20
" Breast—Ngau Lam	18
" Soup—Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lam	20
" Sausages—Ngau Yuk Chuan	20
" Bullock's Brains—Kow	20
" Tongue fresh—Ngau Li	20
" Corned—Ham Ngau Li	20
" Head—Ngau Tau	20
" Heart—Ngau Sun	20
" Hump, Salt—Ngau Kin	20
" Feet—Ngau Kook	20
" Kidneys—Ngau Yid	20
" Tail—Ngau Mei	20
" Liver—Ngau Con	20
" Tripe (undressed)—Ngau To	20
" Olives—Head and Feet—Ngau-chai	20
" Mutton Chop—Yeung Fai Kwai	20
" Leg—Yeung Fai	20
" Shoulder—Yeung Shau	20
" Pig's Chilling—Chi chong	20
" Brat—Chi Kow	20
" Feet—Chi Kook	20
" Fry—Chi Chak	20
" Head—Chi Tau	20
" Heart—Chi Sun	20
" Kidneys—Chi Yid	20
" Liver—Chi Kon	20
" Pork Chop—Chi Fai Kwai	20
" Corned—Ham Chu Yuk	20
" Leg—Chu Fai	20
" Fat or Lard—Chu Yau	20
" Sheep's Head and Feet—Yeung Tau	20
" Keok	20
" Heart—Yeung Sun	20
" Kidneys—Yeung Yid	20
" Liver—Yeung Con	20
" Sucking Pig, To Order—Chu Chai	20
" Suet Beef—Sang Ngau Yuk	20
" Mutton—Sang Yeung Yau	20
" Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Siu Kai	28
Ducks—Ap	20
Doves—Pai Kan	18
Eggs, Hen—Kai Tan	20
Fowls, Canton—Kai	32
" Hainan—Hoi Nam Kai	30
Geese—Ngo	20
Geese, Wild Shanghai—Shuang Hoi Yai	20
Musk Deer—Wong Keng	20
Hare—Tu Chai	20
Partridge—Che Khoo	20
Pheasant—Shan Kai	20
Pigeons, Canton—Pak Kip	20
Quail—Um Chun	20
Rice Birds—Wo Fa Chook	20
Salpe—Sa Chai	20
Turkeys, Cook—Fo Kai Kung	20
" Hen—Nw	20
Wild Ducks, Shanghai, Sol-ap	20
Teal, Shanghai, Sol Ap Chai	20
Wild Ducks Canton—Sang Shing Sol Ap	20

FISH.

Barbel—Ka Yu	20
Bream—Bin Yu	20
Canton Fresh Water Fish—Hoi Bin Yu	20
Crab—Li Yu	20
Codfish—Chik Yu	20
Codfish—Man Yu	20
Crabs—Hal	20
Onion Fish—Mak Yu	20
Dab—Sa Mang Yu	20
Dace—Wong Mei Lun	20
Dog Fish—Til Tu Sa	20
Eels, Canton—Hoi Man Yu	20
" Fresh water—Tam Sol Yu	20
" Yellow—Wong Shu	20
Frogs—Tien Kai	20
Garnage—Sak Pan	20
Gudgeon—Pak Kip Yu	20
Herring—Tso Pak	20
Halibut—Chung Kwan Yu	20
Labrus—Wong Fa Yu	20
Loach—Wa Yu	20
Loberster—Lung Ha	20
Mackerel—Chai Yu	20
Moon Fish—Mo Yu	20
Mullet—Chai Yu	20
Oryzias—Sang, Hoi	20
Parrotfish—Kai Kung Yu	20
Perch—Tan Loo	20
Pike—Ya Paw Pong	20
Plaice—Pan Yu	20
Pomfret, Black—Hak Ching	20
Pomfret, White—Pak Chong	20
Prawns—Ming Hoi	20
Rap—Pai Yu	20
Rock Fish—Sak Koo Kung	20
Sardine—Sang	20
Sole—Sang	20

Shark—Sa Yu	20
Skate—Fo Yu	20
Snappers—Ha	20
Snapper—Lap Yu	20
Soles—Tat Sa Yu	20
Tench—Wan Yu	20
Turbot—Cho Hoi Yu	20
Turbot, small, fresh water—Kook Yu	20
White Bait—Ngau Yu Chai	20

FRUITS.

Almond—Hung Yau	20
Apples, (California)—Kam San Ping	20
" (Choofoo)—Tin Chun Ping	20
" (Koo)	20
" Small—Hoi Tong	20
" Custard—Fan Lai Chai	20
Bananas, fragrant, Canton—Sung Sheng	20
" (brides), Macao—San Heng Chiu	20
Cherries, Chinese—Fong Lut	20
Carambola—Yeung Ton	20
Cocoanuts—Yak Tai	20
Grapes—Siu Tai Tai	20
Lemons, China—Ning Moong	20
" Amer.—Kum San Ning Moong	20
Lichees, Small—Lai Chi Con	20
" Fresh, Lai Chi	20
Limes, (Sai Gon)—Sai Kung Ning	20
Moong	20
Mango, Manila—Lai Sung Moong	20
Mango, Saigon—Sai Kung Moong	20
Mangosteens, San Chuk Tai per 100	20
Oranges, Tim Chang	20
" Small—Tat Kut	20
" Mandarin—Tim Kut	20
Olives—Pak Lam	20
Passion Fruit	20
Pears, (American)—Kam San Shui Li	20
" (Canton), Choofoo—Sa Li	20
" (Shanghai)—Shuang Hoi Li	20
Peanuts—Fa Sang	20
Perseimons, Large—Fung Chiu	20
Pine-apples, 1st quality—Shuang Poon	20
" 2nd quality—Chung Tang	20
" Paw-law	20
Platane—Tat Chiu	20
Plums, Swatow—Hung Lai	20
Pumelo, Siam—Chiu Lo Yau	20
Walnuts, Hoi Tou	20
" Green—Sung Hoi Tou	20
Shanghai Lo Kwai	20

VEGETABLES, &c.

Artichokes, Shanghai—Shuang Hoi Ah	20
Chai Chank	20
Beans, (French) Macao—Oh Moon Pin	20
" (French), Shanghai—Shuang Hoi Pin	20
Beans, Sprout—Ah Chai	20
Beans, Long—Tan Kok	20
Best Root—Hung Chai	20
Brijals, Green—Chung Yau Ker	20
Brijals, Red—Hung Ker	20
Brassica—Pak Chai	20
Bamboo Shoots—Chook Shai	20
Cabbage, Chinese, com.—Kai Choy	20
Cabbage, Red—Kai Lau Tai	20
Cabbage, (Shanghai)—Yau Chai	20
Cane Shoots, bunch—Kau Shan	20
Cauliflower, Large size—Tat Yeh Chai	20
" Small size—Tat Yeh Chai	20
Cauliflower, Medium size—Chung Yeh	20
Choi-ai	20
Cauliflower, Small size—Sai Yeh Chai	20
Carrots—Kam Shun	20
Celery, Chinese—Tong Kan Choy	20
Celery, English—Yeung Kan Chai	20
Celery, White—Pak Yeung Kan Chai	20
Chillies, Dried—Cop Lat Chiu	20
" Red—Hung Fa	20
" Green—Chung Fa	20
Curry Stuff, English—Lai Chai	20
Cucumbers—Chung Kwa	20
Bitter Squash—Fa Chai	20
Garlic—Sung Tau	20
Ginger, young—Sung Tau	20
" Old—Lo Kung	20
Horse Radish, Shanghai—Lai Kan	20
Indian Corn—Sak Mai	20
Lettuce—Yeung Sang Chai	20
Water Chestnuts—Ma Tai	20
" Mandarin—Kwai Lung Ma Tai	20
Musk Melon	20
Mushrooms, Fresh—Sung Chai Kuo	20
Onions, Bombay—Yeung Chai Tung	20
" Green—Sung Chai	20
" Shai—Shuang Hoi Chung Tai	20
Japan—Yat Poon	20
Okra—Mo Kar	20
Parley, English—Yeung Un Sai	20
Grains Pea	20
Green Pea—Chung Tai	20
Potatoes, Sweet—Fan Shai	20
" Shanghai—Shuang Hoi Shu	20
" Tai	20
" Japan—Yat Poon Shu Tai	20
" American—Fa Ki	20
" Foochow—Yat Chan Shu Tai	20
" Macao—Oh Moon	20
Pumpkin—Fong Kwa	20
Radish—Hung Lo Pak Tai	20
Rhubarb	20
Shallots—Gon Ching Tai	20
Spinage (Chinese)—Paw Chai	20
Spinnach—Yat Chai	20
Tomatoes—Fan Kai	20
Tyros—Wa Tau	20
Turnips, Fung-ai (Long)—Lai Pak	20
" English—Yeung Lo Pak	20
Vegetable Marrow—Chai Kwa	20
Water Cress—Sai Yeung Chai	20
" Cauliflower—Lai Kook	20
" Lily Roots—Lai Ngai	20
Yams—Tat Shai	20
Sage	20

STOCKS.	NO. OF SHARES.	VALUE.	PAID U	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000 \$14,500,000 \$150,000	\$2,006,234	Final of £3 and bonus of 5/- for 1908 @ ex 1/8 = \$16.014	5 1/2 %	\$945 buyers London £89 1/2
National Bank of China, Limited	99,935	£7	£6	£4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	...	5 1/2 %
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,757 \$100,000 \$131,000 Tls. 150,000 Tls. 30,747 Tls. 115,777	none	\$14 for 1907	7 1/2 %	\$195 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 30,747 Tls. 115,777	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 104 ex div
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 £90,000 \$19,148 \$105,149 \$68,000	\$1,464,912	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$840 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$14,415 \$199,044 \$138,661 \$13,001	\$7,767	\$12 and bonus \$3 for 1907	7 1/2 %	\$235 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$30	\$1,000,000 \$13,661 \$13,001	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$107 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,488,173	\$568,711	\$27 for 1907	8 %	\$345 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000	\$1,025	\$1 for 1906	...	\$11 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$204,638 \$50,000 \$150,000	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$607,100 \$70,421 \$15,344	\$20,479	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 %	\$31 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	\$13,755	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = 3.154	4 %	\$52 \$28
Do. do. (Deferred)	100,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 750,000 Tls. 44,102 Tls. 6,000	Tls. 14,510 £63,817	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	Tls. 33 buyer Tls. 35 buyer
Shanghai Tug and Lighter Company, Limited	200,000	£1	£1	Tls. 10,000 Tls. 10,000	\$08	Second interim of 1/- for a/c 1908	4 %	\$25 1/2 sales \$15 buyers
"Shell" Transport and Trading Company, Limited ..	10,000	\$10	\$5	\$47,821		\$1.00 for year ending 10.4.1908	3 1/2 %	
"Star" Ferry Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 40,000 Tls. 40,479 Tls. 44,102 Tls. 6,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$80,000 \$10,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$17 1/2 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,813	\$3 for 1897	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,473	Tls. 3 1/2 for year ending 31.8.08	...	148.170 buyer
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000	£11,550	Interim of 1/6 (coupon No.12) for year ending 29.2.09	7 %	Tls. 161 buyer
Ruby Australian Gold Mining Company, Limited ..	150,000	£1	£1	£11,289	Dr. £2,191	No. 12 of 1/- = 4 cents	...	\$9 buyers
50,000	£1	£1	£1	£4,872				
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$43,976	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$11
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$50,000 \$16,806 \$10,000	\$50,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$57 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$9,191 \$19,000	\$8,778	Final of \$4 making \$8 for 1908	11 %	\$7 1/2 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 33,731	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 %	Tls. 85 buyer
Shanghai and Hongkew Wharf Company, Limited ..	36,000	Tls. 100	Tls. 100	Tls. 69,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	5 1/2 %	Tls. 171 sale
LANDS, HOTELS & BUILDINGS.								

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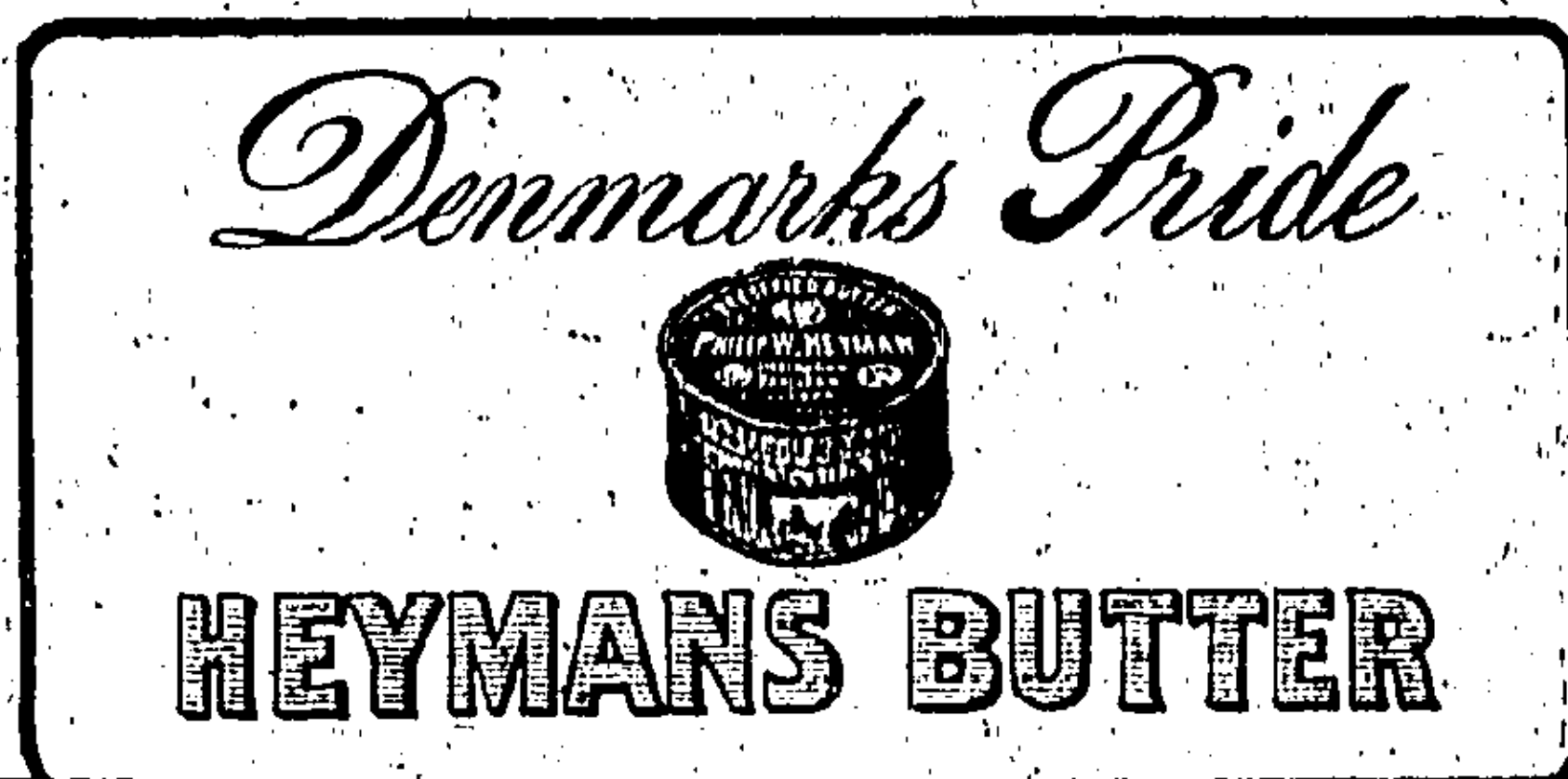
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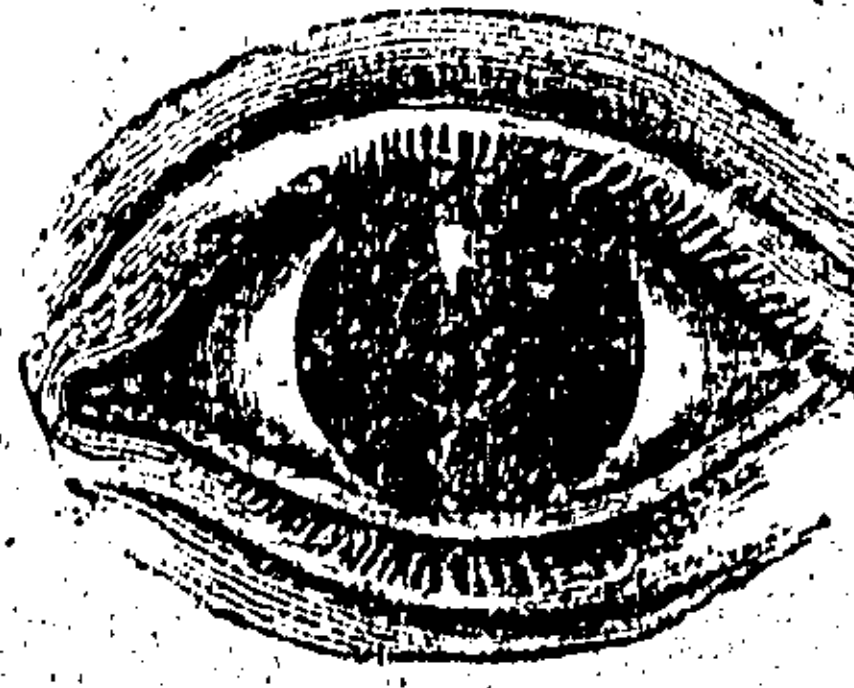
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